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TABLE OF CONTENTS

FEATURE ARTICLES

The President's Page 13
Truck Makers Plead for Justice in Bids..... 14
18 States Improve New Tax Burdens on Trucks..... 17
Not a 3 or 4-Ton Rating But "20-4-35" 18
Kick That Sleeping Shop Dollar 20
S.A.E. Huddle Tackles Urgent Truck Topics..... 22
Who Is Responsible for Hot Door Knobs? 26
"There Ain't No Service Santa"..... 30
Private Ideas from a Public Utility 34
All Fleets Hand Out Some Service 38

NEW PRODUCT DESCRIPTIONS

Reo Enters Trailer Field 41
Sander Stops Skidding 41
Gramm Adds Four Semi-Trailers to Truck Line..... 42
Sterling Offers 1½-Tonner and T-E An Auxiliary Spring 43

DEPARTMENTS

Our Own Ear to the Ground Department 25
The Overload 25
After Hours 28
New Truck Registrations 33
News, Automotive Flashes..... 45
Prosperity Notes 45
Personnel Changes 45
Commercial Car Specifications 61
Advertisers' Index 102

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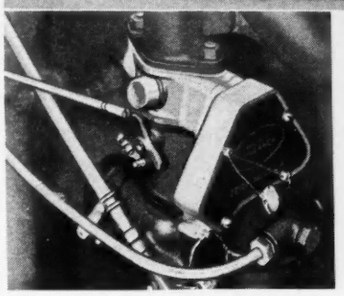

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BY CHARLES J. COSTICH

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"A-HA, MY LITTLE MAN!
. . AND WHAT DO YOU SUPPOSE I HAVE FOR YOU?"

"I've kept my pitying eye on you all year, young man. That's how I knew exactly where to find you now—right down there in the gutter, muttering at your latest case of premature blowout. Yes, and I've made notes of various trinkets you've squawked for in bitter moments—things you've hysterically hoped I'd bring you this year.

"There's that Little Giant air rifle you thought might solve your Creditor Problem. And that Dandy Jumbo magic set you figured might temporarily mystify your friends, your family, your banker. Then, too, I've often caught you staring wildly over mounds of tire bills, saying harsh, crackling things about the trucking business and wishing for Snow Ball, that real Shetland Pony. Remember?

"Well, I'm giving you a better break than you've dreamed of. You're going to get a present that's *practical.* Sensible. A Gift That Keeps On Giving. Tut-tut, my boy—drop that wrench! Let me explain!

"Don't you *really* want—more than anything else—a permanent cure for your tire grief? Wouldn't it be swell to get rid, once and for all, of tire-scuffing wheel shimmy? Wouldn't it seem just dandy to no longer feel the hot breath of collection agencies on the back of your neck?

"I thought so! And that's just why my gift to you is a brand new wheel deal, a set of duals that should bring the roses back to your cheeks, duals that are always *kind* to your cords—Budd-Michelin Duals!

"Eh? What's so hot about *that* as a present? Why, my boy, I'm putting you onto duals that *don't shimmy an eyelash!* Actually! Budd Duals *can't* ever wobble because they've got that double cap-nut mounting. One set of cap-nuts grips the inner wheel to your hub while a *separate* set anchors the outer wheel on solid. And each wheel is demountable—with rim and wheel in one single piece. See? You'll never shake *that* set-up out of alignment with anything short of blasting!

"There, there—I *thought* when you got the big idea you'd cheer up. And you can take it from an old gentleman who long ago traded in his reindeer that with Budd-Michelin Duals on your rolling stock the New Year promises you husky mileages that will *keep* you cheering. Merry Christmas!"

BUDD DUALS

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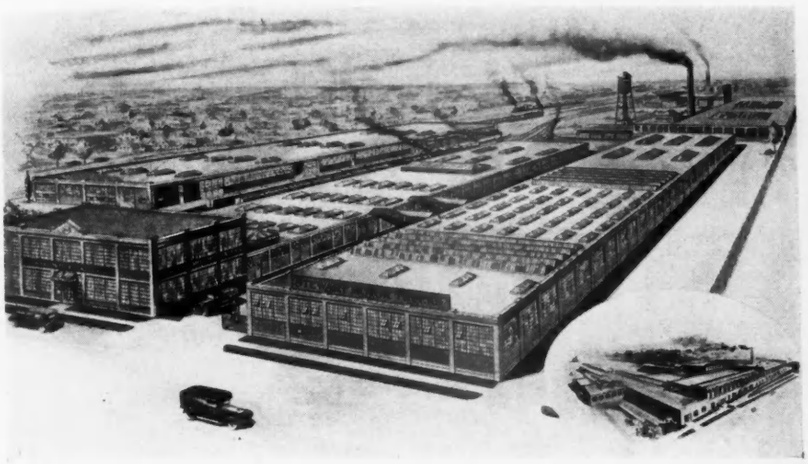
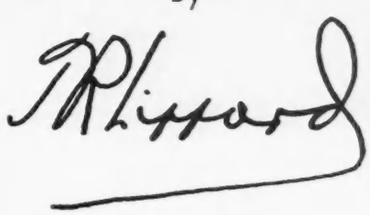


The terms "Manufactured" and "Assembled" Trucks Are Misleading Misnomers. No Trucks Are "Manufactured" in the Full Sense of That Term and "Assembled" Trucks Are in Reality Specialized Units

THE PRESIDENT'S PAGE

By



President,
Stewart Motor Corp.

FOR some years past the terms "manufactured" and "assembled" motor trucks have been freely used in the truck industry. I consider such terms misnomers and likely to convey the wrong impression to the truck buying public.

A few truck makers producing their own engines, transmissions and axles, have termed their product "manufactured trucks," with the result that a portion of the truck buying public has gained the impression that such companies manufacture all of their units and parts, which impression, of course, is not correct. No truck maker produces all of his parts or units. I do not know of any truck maker manufacturing his own tires, spark plugs, carburetors, radiator cores, valves, valve springs, batteries, distributors, generators, electric starters, head and tail lights, wheel rims, brake linings, chassis springs, roller bearings, universal joints, etc. Such units or parts are bought from companies specializing in the production of them and producing them in great quantities, the result being that the truck maker can obtain a highly perfected and specialized unit at a quantity production price which is far lower than the truck maker could possibly produce it. Even the so-called manufactured trucks have frame rails or frames made by a frame specialist.

These few so-called manufactured truck makers, making their own engine, freely claim that they are better simply because they make them, also claiming that the truck maker who does not produce his own engines, transmissions and axles, cannot produce a coordinated truck chassis. In other words, inferring that the several large engine concerns specializing in the production of engines have not the brains or ability of these "Jack of all trades" truck makers, and have referred to the product of competitors who do not make their own engines as "assembled" trucks.

The makers of so-called assembled trucks, which in reality should be called "specialized" trucks, make many of their own parts, obtaining the major units from unit makers specializing in engines, transmissions, axles, etc. There are many of these unit makers producing many types, sizes and quality of engines, transmissions and axles. They are produced in large quantities. All of the unit makers' facilities, capital and organization are concentrated upon

TURN TO PAGE 37, PLEASE

COMMERCIAL CAR JOURNAL
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Truck Makers Plead For Justice in Bids

So-Called Assembled Truck Makers and Parts Purveyors Rally to Support Brockway in Protesting New York City Sanitary Commission's "Artfully Designed" Specifications and Mack Man's Affidavit

By E. K. Titus
Staff Writer, New York World-Telegram

ONE of the liveliest and most significant specification debates in recent years is being staged in New York City. "Manufacturers" and "assemblers" of trucks, on opposite sides of the rostrum, have been using affidavits for ammunition. At press time for this issue, it appeared the combined affidavits, representing the learning and experience of some of the most distinguished figures in the industry, would make the best encyclopedia of opinions on the relative merits of the two methods of production ever collected.

The prizes being contested for are the many millions of dollars New York City is expected to spend on trucks during the next few years. The immediate issue was award of contract for nine motor-driven brooms. Brockway Motor Truck Corp., as a taxpayer was suing the City of New York and Dr. William Schroeder, Jr., Charles S. Hand, and L. C. L. Smith, members of the Sanitary Commission, in an effort to secure modification of the specifications for these brooms, to admit assembled trucks.

The disputed clauses in the specifications follow:

"3 (a) That the chassis furnished by the successful bidder on this contract shall be the product of a manufacturer who meets the following conditions:

"d. That the manufacturer of the chassis has in operation a factory adequate for and devoted to the manufacture of the motor or engine, transmission, front and rear axle, which it proposes to furnish in the chassis.

"h. That the manufacturer of the chassis has been engaged in the continuous manufacture and advertised sale of motor trucks for at least 10 years."

"Under the said conditions," declared Joseph L. Greenberg, of 165 Broadway, attorney for Brockway, "the charter of the city of New York is being violated, in that said conditions are arbitrary and unreasonable, and do not afford full opportunity for open, free and competitive bidding, but limit the bidders to a class, causing the price to be maintained in excess of the open market price.

"A very limited number of motor-driven broom manufacturers, not more than four in number, will qualify for submission of bids and the acceptance of bids thereunder, notwithstanding the fact that there are upwards to 30 motor truck manufacturers who would be capable of furnishing proposals to the city of New York, for the purchase of motor-driven brooms."

The specifications, Mr. Greenberg held, were "artfully drawn" to exclude Brockway, and unless they were modified, he declared, there would be a "fraud on the taxpayers."

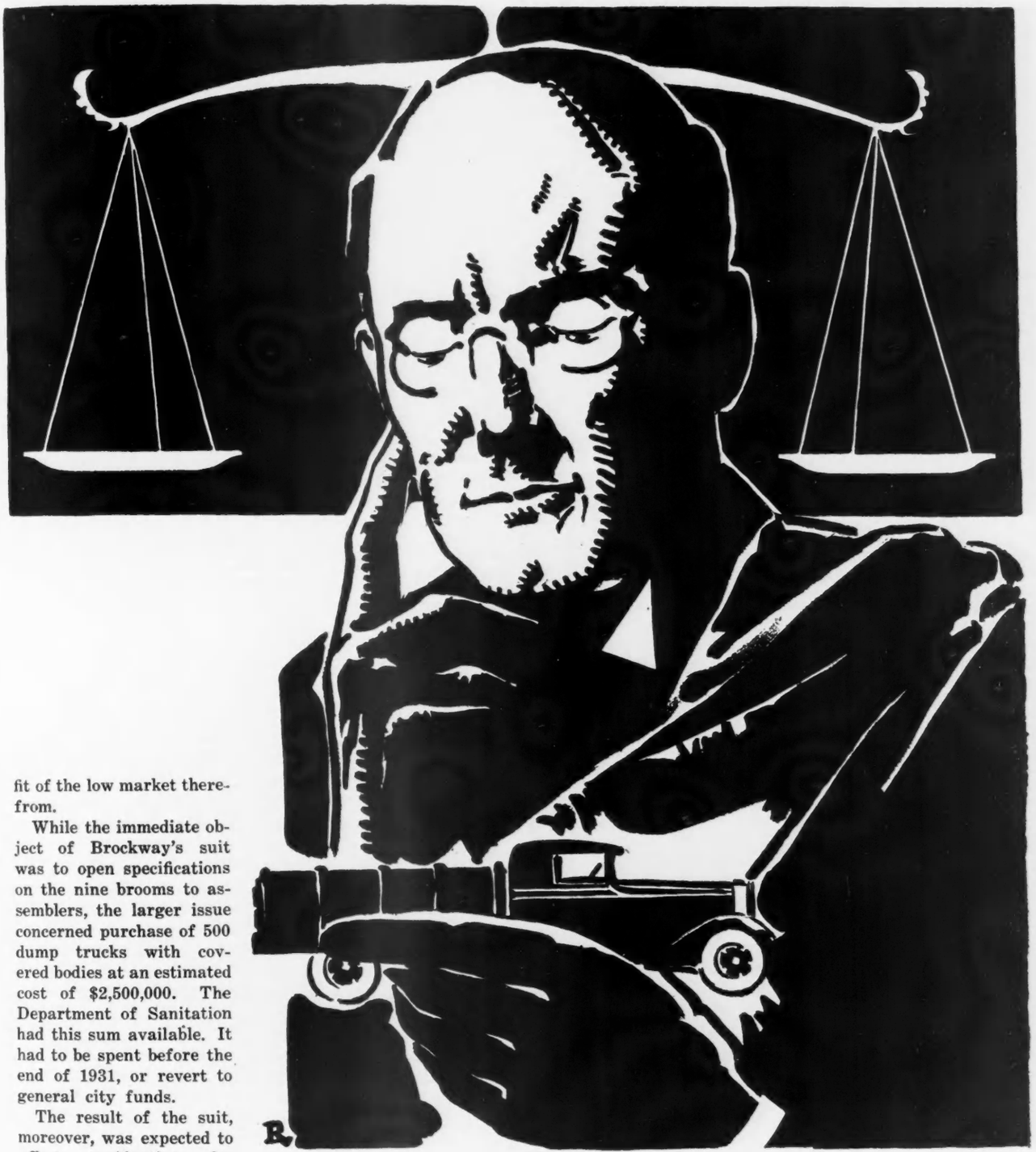
When bids were opened, it was found the following unit prices had been offered: Four Wheel Drive Co., $8,350, terms 2%; White Motor Co., $7,082, terms net; Russell Snow Plow Co., $7,025.50, terms, 2%; N. P. Nelson Iron Works, $6,350, terms net. Award was delayed.

Later Brockway filed for the record a letter from Daniel Dickenson, secretary-treasurer of the Russell Co. stating the company could have bid under the low bid had it been able to order an assembled chassis. Mr. Dickenson said the 20 snow brooms bought by the city from his company in 1928, and equipped with Brockway chassis, were giving good service.

Major Emil Leindorf, who has charge of sales to municipalities for Brockway, in a supporting affidavit, said:

"I have discovered by checking five-ton trucks advertised in the Commercial Car Journal, the most important periodical in the industry, especially the current September issue, that only four truck manufacturers could qualify, and then they would have difficulty in meeting in toto the specifications set forth by the Department of Sanitation."

"The requirements for bidders will necessarily cause the bids to be higher," said Robert F. Black, president, Brockway, "and it will enable the bidders to control the prices between them. Deponent, therefore, believes that an injunction should issue out of this court, restraining the defendants from carrying into execution any plan or device with respect to the aforesaid purchases, and directing the defendants to issue a call for proposals to furnish motor-driven brooms to the city of New York, which shall include all manufacturers on a basis where competition will be open and free, and the city will derive the bene-



fit of the low market therefrom.

While the immediate object of Brockway's suit was to open specifications on the nine brooms to assemblers, the larger issue concerned purchase of 500 dump trucks with covered bodies at an estimated cost of $2,500,000. The Department of Sanitation had this sum available. It had to be spent before the end of 1931, or revert to general city funds.

The result of the suit, moreover, was expected to affect specifications for some of the other millions worth of trucks that New York City buys in the course of a year. In addition, purchasing officials of many other cities might incline to follow New York's lead.

Early in the year, the Sanitary Commission spent a million dollars for 205 Autocars. While there were a number of bidders, the Sanitary authorities stated their specifications had called for a "manufactured truck."

In July, Dr. Schroeder held a hearing on specifications for the $2,500,000 worth to be bought later. The tentative specifications distributed called for a "manufactured" truck.

Representatives of practically all the leading producers attended the hearing. Most remained silent. An unattached engineer from the borough of Queens and several association people spoke. As a result Dr. Schroeder indicated he might modify the specifications. It was while the producers' representatives were awaiting final specifications on the $2,500,000 fleet that the department, seeking bids for the comparatively insignificant lot of nine motor-driven brooms, specified a manufactured job. Brockway's suit followed.

Supreme Court Justice Salvatore Cotillo heard the arguments and reserved decision. The avalanche of affidavits followed. On the side of the "manufacturers" there were those of A. F. Masury, chief engineer of Mack Trucks, Inc., and Arthur J. Scaife, consulting engineer for White Motor Company.

The arguments of the "assemblers"

TRUCK MAKERS PLEAD FOR JUSTICE IN BIDS

were presented in affidavits by H. W. Alden, chairman of the board of Timken-Detroit Axle Co.; Martin L. Pulcher, president, Federal Motor Truck Co.; William R. Angell, president, Continental Motors; W. Ward Mohun, assistant sales manager, Willys-Overland, Inc.; Eugene B. Clark, president, Clark Equipment Co.; L. P. Kalb, former chairman of the Truck Standards Committee of the Society of Automotive Engineers; R. G. Stewart, vice-president and chief engineer, Stewart Motor Corp.; C. A. Peirce, chief engineer, Diamond T Motor Car Co., and Charles Balough, president, Hercules Motor Corp. More were expected.

All of the assemblers' affidavits were submitted after and were replies to the affidavits of Mr. Masury and Mr. Scaife. Mr. Masury said in part:

"Your deponent states that from his experience in the automotive industry, he has found that an assembled motor truck or chassis does not give satisfactory service as a vehicle of conveyance or transportation, for the reason that the units thereof (motor, transmission, axle, etc.) are of unstable quality and quantity, often rearranged, switched, and misplaced, in order to meet a price. In other words, an assembled truck is not a coordinated unit of machinery.

"The companies producing assembled vehicles are transient in life, often unstable financially, and in most instances insolvent, thus leaving the purchaser of an assembled truck in a year or so with orphan mechanical equipment. This means that individual repair parts have to be made up, one at a time, to fit into the units which have gone completely dead, subjecting the purchaser of an assembled truck to the practice of 'pirating of parts,' i.e., the selling under false representation of inferior parts. In order to service the assembled trucks, the purchaser thereof is not dependent upon a reputable manufacturer who has a constant supply of repair parts on hand, but is forced to go into the open market to secure from miscellaneous parts dealers the necessary repair units. These repair parts dealers have no interest in the trucks themselves, but are simply interested in selling these inferior parts for a price measured simply in dollars and cents. This necessarily raises the cost of repairs to a very high figure.

"The makers of assembled trucks in general do their business through dealer organizations, instead of through factory branches, which is the practice of truck manufacturers; thus a purchaser of an assembled truck has not a responsible business organization of stable character through which to service his trucks, i.e., the ability to furnish repair parts at minimum cost and with speed.

"It is well known in the automotive industry that a maker of an assembled truck has to buy his units as they are made and manufactured by the unit manufacturer, and he has no control over the changes in material and specifications which the assembler may see fit to make in order to meet the demands of the trade."

Mr. Scaife, consulting field engineer, White Motor Co., said in part:

"It is my opinion that a manufactured motor truck is superior and will give greater satisfaction from a user's standpoint than an assembled truck. A manufactured truck is engineered to give uniform performance in all of its component units, such as engine, transmission, axles, frame, steering gear, etc., due to the coordinated engineering calculations made at the time of the vehicle's design, proven by extensive experimentation and testing, extending over a period of years.

"It is very difficult to incorporate this feature of balanced engineering into an assembled truck, due to the principal units being designed and manufactured by different engineering groups. As all engineering is a compromise, it would be practically impossible for each one of the engineering groups represented in an assembled truck to produce a completely balanced vehicle."

• Distinction Inconsistent •

Many of the affiants replying to Mr. Masury and Mr. Scaife held that the distinction "manufacturers" and "assemblers" was inconsistent, and that this method of distinction might well be discarded in view of the fact that even the "manufacturers" purchase certain parts of their product.

Mr. Clark of Clark Equipment pointed out that his company had manufactured major parts for trucks for 19 years. He denied that so-called assemblers were "transient in life" or "unstable financially."

"Statistics prove," he continued, "that while in the early days of the industry most trucks were of the so-called 'built under one roof' type, the tendency in recent years has been toward trucks designed and built to use units produced by specialists in the manufacture of such units.

"A vehicle builder who would close his doors to the advance in the art of producing the component parts would soon find himself producing a vehicle with obsolete parts.

"The reason that the great bulk of modern trucks are built to use purchased units is not only because specialized units are generally superior but also because they are cheaper.

"As evidence of the trend that has gone on during the past ten years, it is to be noted that the percentage of the total trucks produced by the two builders who have advertised their adherence to the principle of 'building under one roof' has been steadily declining. For instance, in 1920, these two manufacturers produced 12.9 per cent of the total trucks produced (exclusive of Ford); in the first nine months of 1931 they produced only 2.8 per cent.

"Thus in a decade the total truck business obtained by the 'built under one roof' builders has fallen to 22 per cent of what it was in the beginning; if the Ford production be included (Ford not being a under one roof truck), the figures are still more unfavorable to these two builders."

Mr. Pulcher of Federal contested all of Mr. Masury's assertions:

"The deponent cites the following well known and financially responsible companies which sell so-called assembled trucks and vehicles: International Harvester Company, Reo Motor Car Co., Chrysler Motor Corporation, and General Motors.

"In the opinion of this deponent the motors of the Continental Motor Company are at least equal to any other motors, and the axles of the Timken-Detroit Axle Company have long sustained a position in that competitive field as good as those of any other company. Their integration in a truck is a guarantee of its efficiency, its economical manufacture, and its continued operation.

"The deponent, Masury, states that assembled truck makers do their business through dealers, and intimates that the purchaser of assembled trucks does not not have a responsible business organization of stable character through which to service his trucks. In respect to this assertion, little needs to be said, except to call attention to the fact that there are, throughout the country, large numbers of dealers in trucks and motorcars, whose financial responsibility as individuals, in many instances, approaches that of the manufacturer of the vehicle itself."

Mr. Peirce, of Diamond T, states, "that Mack Trucks, Inc., and the White Motor Co. have been changing their policies with respect to the man-

TURN TO PAGE 33, PLEASE

18 STATES IMPRESS NEW TAX BURDENS ON TRUCKS

Ton-Mile Tax Gains Three More Converts. Gross Weight Tax Still Commonest Form

By A. B. CROFOOT

How can a truck operator who runs his vehicles for hire tell what he is going to have to pay the state for the privilege of conducting his business? In an increasing number of cases he can't tell in advance. He can't tell until the end of the year, when his last load is delivered for the year and the truck returned to his garage. In other cases he won't know until his last bill for the year has been collected.

The various systems for taxing the "for-hire" vehicle are so complicated and made up of so many different factors as to make the operator's head swim. What with the ordinary fees based on weight or horsepower, scaled fees based on capacity, flat rates mileage taxes, gross revenue taxes and almost all possible combinations of these various factors, extreme confusion exists as to the state's share of the operator's revenue.

Nor has this condition been improved this year. Of the 44 states holding legislative sessions during 1931, 18 revised their laws covering the taxation of for-hire trucks in one way or another, in some cases apparently lightening the burden, in others increasing it; sometimes simplifying the system but more often making it more complicated. In many cases it is difficult to ascertain whether the taxes will now be higher or lower than they were before, as an apparent reduction in the flat registration fee, or the weight scale, may be counterbalanced by the addition of a mileage tax, or a gross revenue tax.

TURN TO PAGE 37, PLEASE

TON-MILE TAX

STATE	NEW LAW	OLD LAW
ALABAMA common carriers	in addition to regular registration ½c-2c per mile plus $50 for 3 ton cap. and $1 per ton over 3.	
COLORADO Class A Private	in addition to regular registration fee 5 mills per ton-mile plus $50 for 1 ton cap. and $25 each additional ton.	
FLORIDA	1c per mile up to 5500 lb. load—2c per mile over 5500 lb.	(Formerly applied common carrier only).
KANSAS	Add administrative fee of .5 mills per ton-mile based on 200% rates and cap.	
WISCONSIN common carriers	Regular registration fees plus 1-2 mills per ton-mile according to gross weight.	1-2 mills per ton-mile based on cap. plus $40 flat fee. 25% off for six wheels. Double for solid tires.
WYOMING	Add 2 mills per ton-mile.	

WEIGHT TAX

ILLINOIS	Regular registration plus $1.50 per 100 lb. gross.	Regular registration plus $1 per 100 lb. gross.
IOWA truck-tractor	$75-$240 according to cap. of trailer plus $50 per ton over 6.	No mention.
MISSOURI	$25 to $500 according to rated or actual cap.	$10.50-$36 according to cap. plus $15 per ton over 8.
N. DAKOTA Regular routes Passenger	Regular fees plus $7 per seat-pay not less than $15 nor more than $75 to R.R. Com.	Regular fees plus $5 per seat-pay not less than $15 nor more than $30 to R.R. Commission.
Property	Same fee to R.R. Commission as above plus $25 flat fee.	Same fee to R.R. Commission as above.
OHIO Private	$1.10-$2.25 per 100 lbs. according to cap.	70c-$1.15 per 100 lbs. according to cap.
OREGON	Fees based on actual weight.	Fees based on net weight.
S. DAKOTA All Commercial	$15-$400 plus $100 per 500 lb. over 9000 based on cap.	$15-$75 based on cap.
WASHINGTON Private Commercial	Flat $3 plus 50c per 100 lb. load.	Flat $10 plus 80c-$1.00 per 100 lb. net and capacity.

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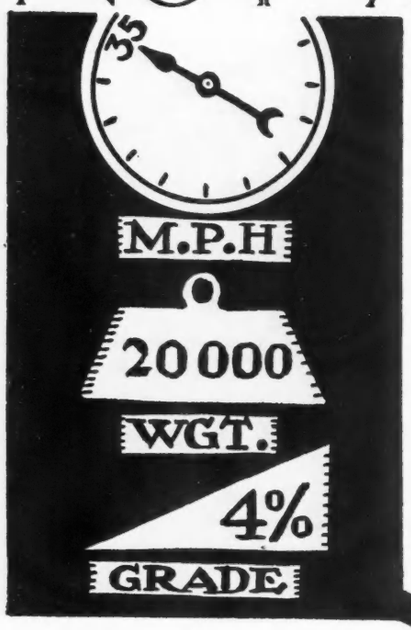
NOT A 3 OR 4-TON



Excellently Reasoned Recommendations by Herreshoff of Dodge Win Adoption by S.A.E. Truck Rating Standardization Committee. Ability Factors Are Next Task

BARRING the unforeseen, the motor truck of the future won't be rated as a 3-ton or a 4-ton vehicle. It will have a designated rating expressed in three simple, readily understood figures, such as 20-4-35, in which the first figure represents gross weight pounds in thousands; the second, per cent of grade in high gear, and the third, maximum miles per hour at governed speed, or maximum recommended engine speed.

So much was agreed upon at a meeting of the S.A.E. truck rating standardization committee in Washington during the national transportation meeting. The committee made such remarkable progress that it evoked expressions of wonderment and mutual congratulations from the factory engineers, other factory executives and truck operators who were present. Many of them were veterans of committee work who previously were sincere in their belief that the rating standardization matter would drag on down the years into 1934 or 1935. To them the rating committee's accomplishment was nothing short of phenomenal.

Major credit for progress must be given to A. G. Herreshoff, chief truck engineer of Dodge Brothers, who presented concrete suggestions which had been worked out by the Dodge truck engineering department. The unselfishness of this thoughtful cooperation was evident from Mr. Herreshoff's own statement that the rating he suggested did not particularly favor Dodge Brothers trucks. "As a matter of fact," he said, "it can be considered detrimental to the present type of design, that is, the design with modern, high-speed engines instead of the low-speed engines more generally in use by truck manufacturers."

The idea of incorporating in the rating the three factors mentioned above was contained in Mr. Herreshoff's recommendation. Reasons for choosing the factors were argued so thoroughly that the committee was able to devote its entire attention to the clarification of certain moot points.

Gross weight is the most important factor, Mr. Herreshoff argued, because the initial conception of the motor-truck industry rests on the demand for a medium of transportation possessing certain advantages alien to all other existing equipment. This principle is fundamental and therefore the size of the truck must be specified first, then qualified with respect to such specific attributes as type of body, size of body, ability, type of tires, size of tires, and speed.

The tires determine the gross weight, not the frame. The frame may conveniently carry a few hundred or a few thousand more pounds, but that simply means the vehicle is one of superior quality and not of superior capacity. Quality of materials can have no bearing on the official rating. It is not a matter of rating but rather a question of policy for the

RATING BUT "20-4-35"

manufacturer to decide according to his conception of what is proper and equitable.

Another reason advanced in favor of making gross weight the key to the rating was the fact that legal restrictions are generally based on gross weight because it is the only figure which can be readily and accurately determined and checked.

The importance of tire influence on capacity was emphasized by the committee when it passed a motion to the effect that "gross weight rating set by the manufacturer must be consistent with tire capacity rating."

consideration; an index determined by a standard formula and not susceptible to exaggeration by over-enthusiastic salesmen. It possesses the virtue that it is a close approximation of what the truck will actually do, even though it may not be possible of exact demonstration.

In connection with the grade factor, the term "high gear" came in for discussion, and it was finally agreed that "high gear as indicated should be taken to mean the direct gear or the comparable operating gear in vehicles which do not have direct gear ratio in the transmission."

both factors having an important bearing on the actual velocity on the grade.

• The Maximum Speed Factor •

Grade ability, according to Mr. Herreshoff, without a speed-qualifying factor, is of little importance as it is figuratively possible to make a 1-hp. truck climb a brick wall, provided it has a sufficient axle reduction. Moreover, customers are greatly interested in knowing the actual maximum speed of a truck rather than the theoretical

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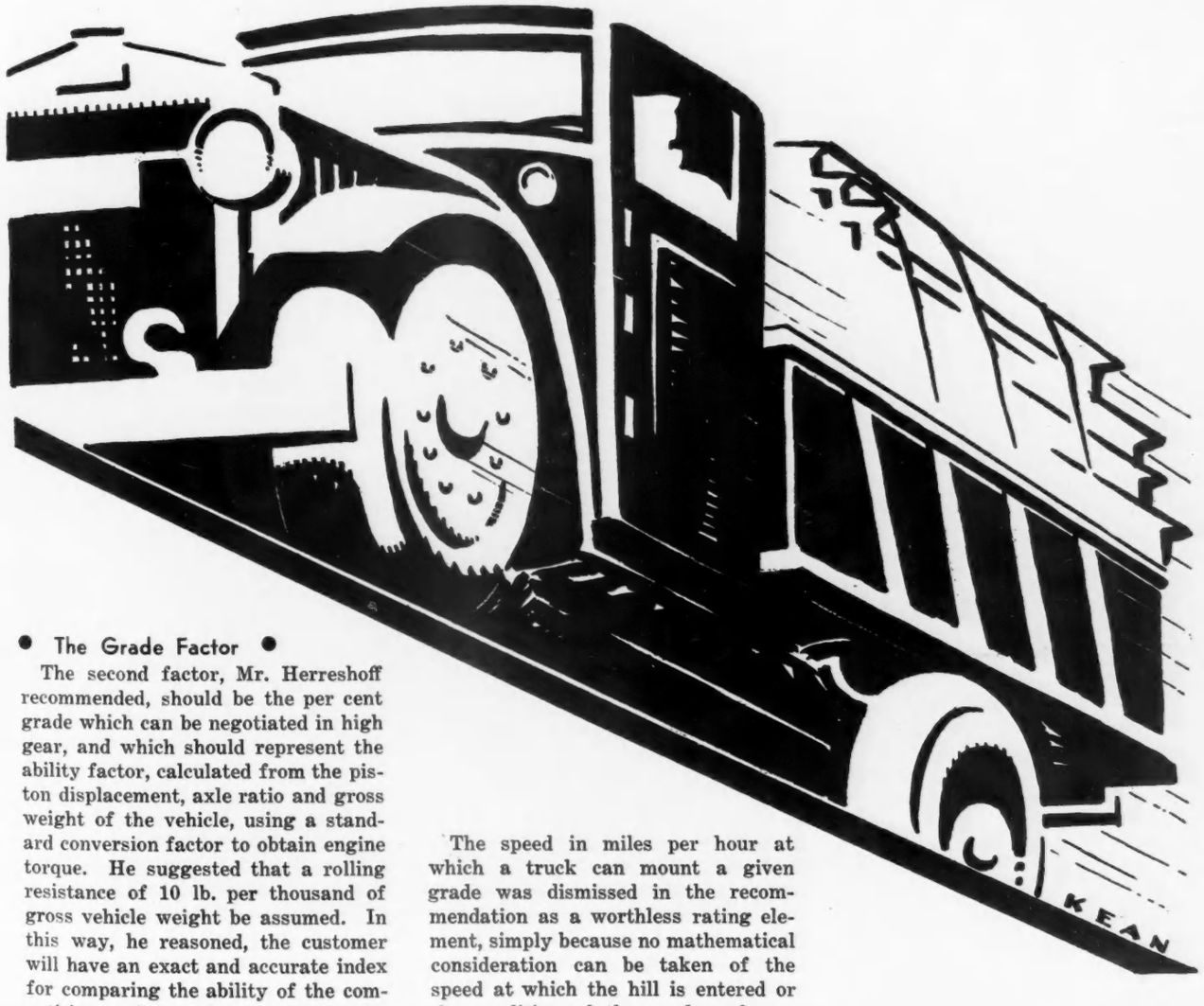
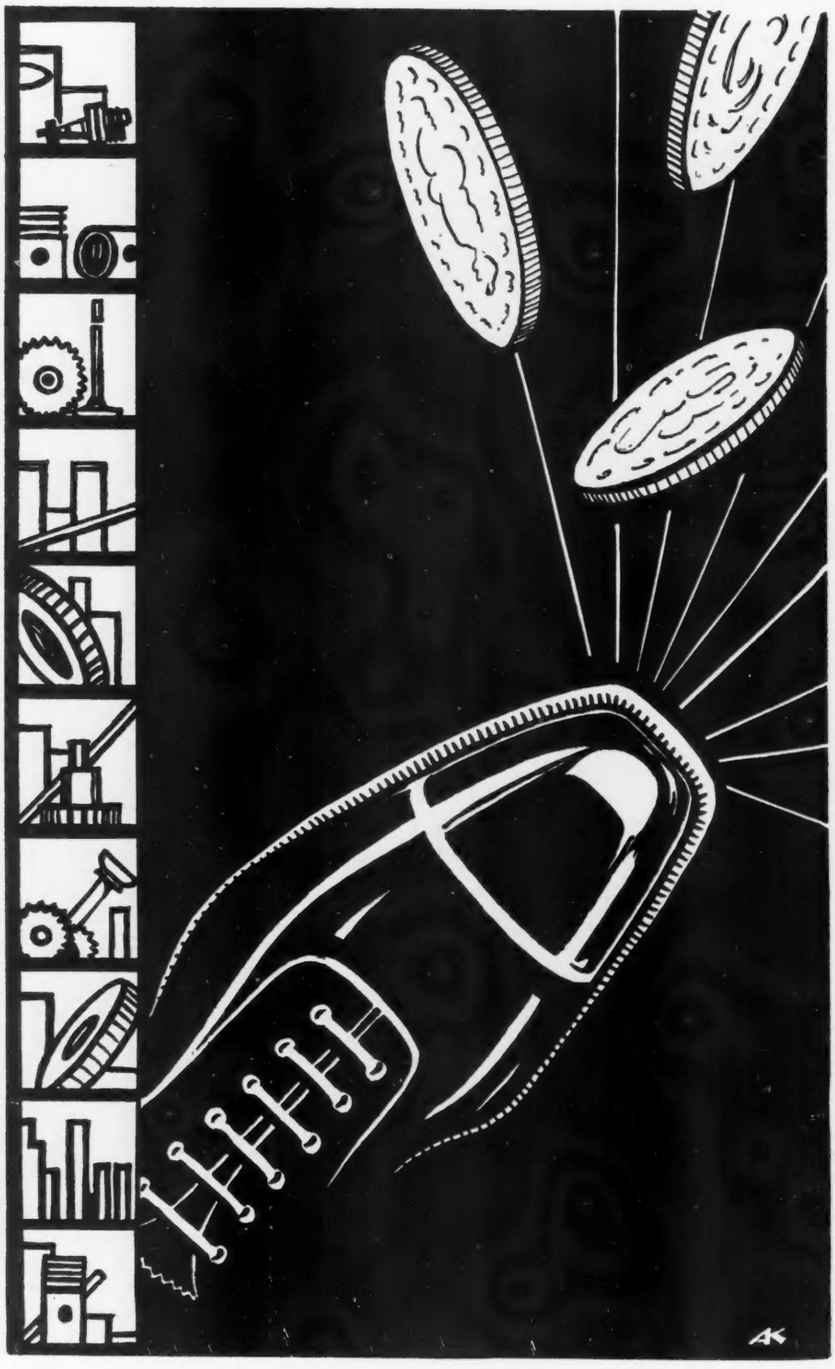


• The Grade Factor •

The second factor, Mr. Herreshoff recommended, should be the per cent grade which can be negotiated in high gear, and which should represent the ability factor, calculated from the piston displacement, axle ratio and gross weight of the vehicle, using a standard conversion factor to obtain engine torque. He suggested that a rolling resistance of 10 lb. per thousand of gross vehicle weight be assumed. In this way, he reasoned, the customer will have an exact and accurate index for comparing the ability of the competitive equipment he may have under

The speed in miles per hour at which a truck can mount a given grade was dismissed in the recommendation as a worthless rating element, simply because no mathematical consideration can be taken of the speed at which the hill is entered or the condition of the road surface—

KICK THAT SLEEPING



WE know a lot of service managers who would "get hot" if they saw a mechanic sleeping on the bench during working hours. YET, they might pass stockroom shelves with many hundreds of dollars worth of merchandise SLEEPING there without any perceptible change of temperature.

Employing a mechanic and buying a dozen manifold gaskets have a lot in common.

Both represent definite investments upon which the shop expects to profit.

Both make money only when they're MOVING. It is as important to put inventory to work and keep it working as it is to put a mechanic to work and keep him working.

It's just as important, usually, to keep inventory records and to CONTROL buying as it is to keep time records and control unallocated or idle labor hours in the shop.

The necessity for keeping inventories moving becomes more pressing in years of depression when the margin between income and outgo is narrower.

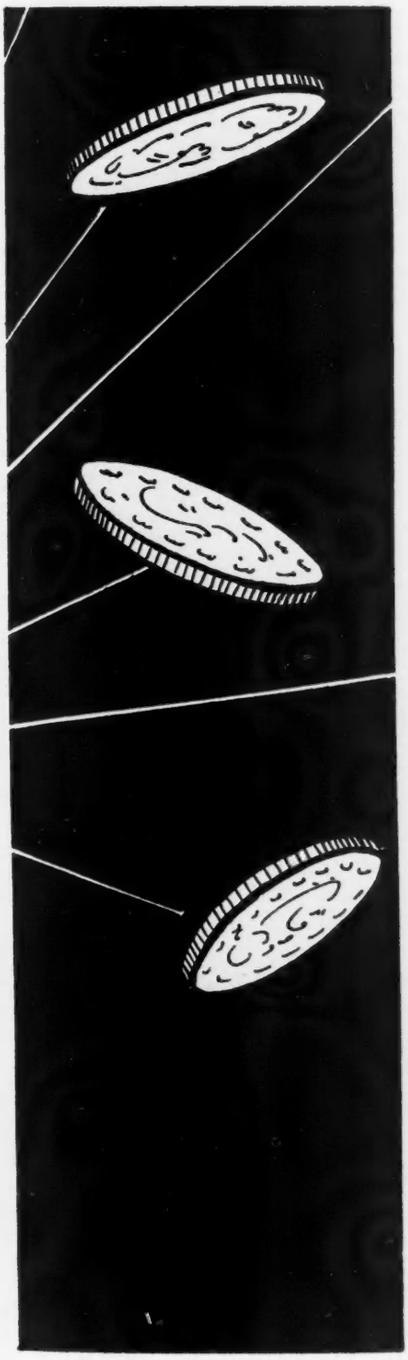
Under normally prosperous conditions, the average fleet or truck-dealer service station manages to absorb the losses due to inefficient buying and inventory control and still break even or show a profit.

But when the margin between red and black ink is as close for most businesses as it is these days, HOW service stations buy may alone put the business in "red" or "black."

Smart buyers watch markets and take advantage of price opportunities —but buying on price alone never was smart buying.

There is a relationship between the amount of money invested and the rate of consumption of the supplies in which that money is invested that determines the difference between profitable or wasteful service station inventories — sometimes regardless of the price at which the merchandise can be bought.

SHOP DOLLAR!



And Increase Shop Profits by Better Buying; Better Inventory Control and Taking Advantage of the Services of Your Local Wholesalers

By LEON F. BANIGAN
Editor, Motor World Wholesale

Service station inventories contribute to the profitable operation of the business in relation to the time required to replenish them. To stock up a month's supply of any item, when replenishing stocks may be accomplished in a few hours, often involves the withdrawal of capital sorely needed in some other phase of the business—and investing it unnecessarily in inventory.

Smart buying these days doesn't tie up capital in inventory unnecessarily.

In a seller's market, when supplies are hard to obtain, it may be good business to tie up capital in merchandise over a period of several months in order to insure availability of the merchandise. But capital tied up in inventory for several months in order to take advantage of a 10 per cent price reduction on volume in times like these is questionable economy, especially when there is need for every cent of working capital available. Add the $20 here and the $50 there "frozen" in inventories of parts and supplies carried in the average truck service station of either fleets or dealers, and the wisdom of looking into the services of supply offered by local wholesalers in effecting economical inventory control becomes strikingly apparent.

By local wholesalers we mean any organization, including factory branches, located within reasonable and economical shipping time and distance of the repair shop.

Where service stations buy these days is quite important. The services available near at hand, for quick turnover of inventory investment, cannot be ignored when collections are slow and money to meet payrolls and fixed overheads is scarce.

In this great land, with specialized and centralized production and magnificent distances, there must be close coordination of distributive organization in order that the merchandise and the consumer be brought together at the lowest cost per sale. A great distributive set-up begins with the factory sales department, embracing warehouses, branches, wholesalers, retailers, and service stations. The success of each group in the distributive chain is vitally dependent upon its interchange of satisfactory and economical service with other groups above and below through which merchandise must flow from factory to consumer.

Perhaps the most important link in the chain from the standpoint of service station management, so far as profits are concerned, is the WHOLESALER. Without the wholesaler, who spreads the cost of distribution over anywhere from 20 to 5000 items, each individual factory would have to do its own wholesaling. That would mean a salesman from every factory calling on service stations. Instead of one wholesale salesman coming in equipped to sell any one of 3000 items, it would probably take at least a thousand salesmen to do the same job.

TURN TO PAGE 48, PLEASE

S. A. E. Huddle Tackles

THE ninth annual Transportation Meeting of the Society of Automotive Engineers, held in Washington, D. C., during the latter part of October, must go down in the records as the most constructively critical—and, therefore, the most successful—ever held.

Attended by an unusually articulate aggregation of truck operators, engineers and factory sales executives, the sessions, each of which was extremely well attended, were devoted to relations of truck manufacturers with fleet operators; Diesel engines, chassis lubrication, legislative activities, coordination of rail and highway transportation, bus body problems and the trend of fleet maintenance practice.

The Washington atmosphere is notoriously conducive to loquacious debates but this actuality, no matter how well-founded, cannot explain the fact that the S.A.E. discussions were constructive, temperate and frank. It must be conceded, therefore, that the real inspiration came from the choice of topics on the three-day program, and the manner in which the principal speakers prepared their papers. Historical monologues —those breeders of snores and shoe-shuffling which blighted many a past meeting—were conspicuously absent. The speakers marshalled present-day facts and built their arguments around them. They adorned their facts with personal opinions and thus established a precedent which members and guests were quick to adopt.

By far most pulsating was the session devoted to the Diesel engine and chassis lubrication. This was due, in the case of the first topic, to the characteristically withering argumentation of Col. G. A. Green, chief enginer, General Motors Truck Corp., and in the case of the second to the well-defined convictions of operators.

Col. Green reported the voluminous results of comparative dynamometer and road tests of a heavy-duty Diesel and gasoline engine. Voluminous is the proper term because his "paper" would make up into a good-sized volume. The tests were exhaustive and, as one man guessed, must have cost in the neighborhood of $10,000. Upon the results of his tests, Col. Green based the following conclusions:

1. For heavy-duty truck or coach operation, if operators are satisfied with less acceleration, marked fuel economies will result with Diesels.

2. If operators demand present acceleration standards, much larger Diesels are necessary, and before they can be produced much experimental work is necessary. Moreover, within the capacity range of today's heavy-duty designs, the larger the Diesel the less attractive it will be from a fuel economy standpoint.

3. From a fuel economy standpoint the Diesel shows up to better advantage in city than in parlor-car service. Indications also are that better performance will result in conjunction with gas-electric. Advantage then can be taken of electrical characteristic and lower E.R.P.M.

4. Average operator will be interested in fuel bill reductions. But considering Diesel increased first cost, maintenance cost, weight, space occupancy, roughness, noise and smoking, a sympathetic public is doubtful.

5. Further development work is required before satisfactory Diesel exploitation can be commenced in this country.

• Horning Questions Construction •

Participating in the discussion by means of a telegram, H. L. Horning, president of Waukesha Motor Co., covered a point which had perplexed many in the audience. "I cannot understand," he wired, "why Green's diesel smokes so badly and accelerates so poorly. Perhaps it lacks organized turbulence." Moving pictures of the Diesel under road test were shown and it did, indeed, belch smoke like a sea-going tug. Compared with other

URGENT TRUCK TOPICS

Chassis Lubrication, Diesel Engines, Restrictive Legislation, Rail-Highway Coordination and Other Matters Undergo Critical Scrutiny at Ninth Annual Transportation Meeting

By George T. Hook

Diesels in use in this country, the Diesel tested by Col. Green was uncommonly faulty in this respect. Mr. Horning also expressed a common wonder in regard to the poor accelerating qualities of the tested Diesel. It amazed him because he thought acceleration was an inherent characteristic of a Diesel engine.

Further development work, as Col. Green concluded, unquestionably is necessary before the Diesel engine can hope for success in this country. Fortunately such work has been in progress during the two years which have elapsed since the A.E.C. Diesel tested by Col. Green was brought out, and several companies are on the verge of making announcements. In this development work, as Mr. Horning very aptly pointed out, European Diesel accomplishments are no criterion because European standards of performance are amateurish when compared with American.

Col. Green's chief antagonist in the discussion was J. Kuttner, engineer, of New York City. He endeavored to dispute the colonel's findings by submitting the results of tests made by Paul Langer, German professor, on six Diesels and six gasoline engines. These, according to Mr. Kuttner, gave "experimental verification of the Diesel's astonishingly superior pick-up, its ability to drive at considerably lower speeds in high gear without danger of stalling, and its ability to accelerate and pull a vehicle with about 75 per cent of the fuel consumption required to accomplish the same result with a gasoline motor."

Col. Green quite properly denied there could be any dispute with his statements since they were the results of impartial tests dealing solely with a particular Diesel and a particular gasoline engine. He made it plain that he had not closed his mind to Diesels and declared he would be glad to subject all Diesels to the same test he gave the A.E.C. on one condition, that he be permitted to publish the results. And "don't think," he enjoined his listeners, "that the four-

S. A. E. HUDDLE TACKLES URGENT TRUCK TOPICS

cycle gasoline engine is dead and ready for the scrap heap. Not by a long shot."

Chassis lubrication, one gathered from the evidence in Mr. Scaife's paper and subsequent discussion, has become one of those things you've got to say with a smile if you don't want to start a fight. There's good cause for this general feeling when you consider that it's not unusual for a manufacturer to specify the use of a dozen or more different grades of lubricant. Lubrication, operators admit, has become one of their greatest burdens and what they seek are developments, either in engineering design or lubricant manufacture, which would reduce lubrication requirements to not more than three grades.

● Centralized Lubrication Wanted ●

The fond hope of commercial vehicle operators is that the chassis of the future will have centralized, automatic lubricating system and thus effect big savings in time, trouble and expense.

As M. C. Horine, sales promotion manager of Mack, frankly and tersely stated, "It is easier now to make a part work with a special lubricant than with special engineering—a lot easier and a lot cheaper." In designing he saw the need for working toward simpler types of lubricants.

Mr. Scaife was no less frank and no less terse when he said, "We have been trying to correct faulty design with different kinds of oils and greases; we have been working on the effect instead of the cause." This complaint was echoed by L. V. Newton, automotive engineer, H. M. Byllesby & Co. "As vehicles are now designed there is a need for special lubricants," he said. "Manufacturers should consider some sort of design that would eliminate various lubricants. If we can end up with a central lubricating magazine, it will unquestionably save much time and trouble."

Another suggestion was offered by A. W. Scarratt, chief engineer, International Harvester Co. His idea was that "if in design work we endeavored to effect means whereby 80 per cent of the lubricant were retained by the part for which it was intended instead of being squirted on the floor, we'd be doing a lot of good."

All of which indicates there is an abundance of proof that if lubricant makers cannot perfect a few lubricants to do the work as effectively as the many in use today, engineering can bring salvation by improvements in design. Work along the latter line is necessary, because as a factory man quoted by Mr. Scaife stated: "We can safely predict that the time will come when it will be absolutely necessary for vehicle designers to settle upon perhaps not more than three different lubricants to be used for the standard vehicle and then to select the highest type of available lubricants and deliberately design all of the parts to function efficiently with such lubrication."

The matter of odors and noxious gases, emanating from the exhaust, dominated (or we might better say permeated) the discussion period of the session devoted to buses. A helpful ray of light was shed by Dr. H. C. Dickinson, chief of the heat and power division of the Bureau of Standards, which eventually may illuminate the way for engine designers to scotch poison-gas and odor troubles at their source. He said he had had favorable results by introducing a column of air into the exhaust manifold and thereby completely oxidizing the exhaust. A heated column of air, he observed, gave better results, and results were poor at idling but satisfactory at high speeds. One way of heating the air, he explained, was by means of the muffler. In this regard he had an idea that certain patents would have to be looked into.

Exhaust odors and gases are no less troublesome in trucks and therefore it was not surprising to see a prominent truck engineer make a note of Dr. Dickinson's observations and to hear him say later that he would give the matter much thought upon his return to the factory.

● S.A.E. Size-Weight Code Asked ●

A summary of 1931 truck legislation, which was thorough, exhaustive and—believe it or not—interesting, was presented by Pierre Schon, sales engineer of General Motors Truck Co. This writer seriously questions whether there is another man in the truck industry who has made as meticulous a study of restrictive truck legislation and its effects as Mr. Schon. His analyses, therefore, carried with them authority. After presenting charts displaying the wide variation among states of size and weight restrictions, Mr. Schon cited the effect of this variation on manufacturers.

"As vehicle manufacturers are compelled to conform and change their designs to meet this great variety of constantly changing state laws, production economies cannot be effected due to limited quantities of certain types of vehicles salable in only a few of the states. Dormant markets cannot be cultivated due to legal restrictions in sizes and weights preventing the sale of heavy-duty vehicles in over 20 states. Maximum economy in operating costs cannot be obtained by operators because they are prevented by legislation from using the most economical type of equipment." For these reasons, he concluded, "the time, obviously, has arrived for the S. A. E. to take action and give serious consideration to assist in setting up a standard code of maximum limitations of sizes and weights of vehicles, taking into consideration:

"1. Practical design limitations from the standpoint of the vehicle and tire manufacturers.

"2. Safe and economical operation.

"3. Limitations of pavement and bridge structure as set up by the U. S. Bureau of Public Roads.

"4. Safety to the public on the highway."

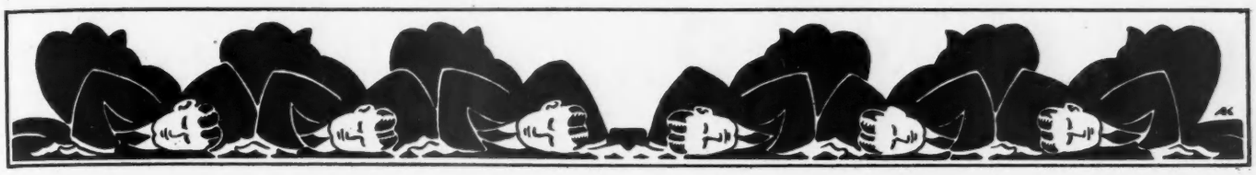
This conclusion evoked the approval of F. K. Glynn, of the American Telephone & Telegraph Co., and chairman of the S. A. E. Transportation and Maintenance Activity Committee. He agreed that "the society should be ready to take some action to bring about some uniformity in delirious weight and size restriction legislation. We should consider how and what uniformity we can accomplish on a live and let-live basis."

● Repeats Railroad Contentions ●

Consideration of railway and highway transportation coordination brought a respected "enemy" into the automotive camp. It was S. O. Dunn, editor of *Railway Age*, who has won the admiration of his craft by his successful trumpeting of what we choose to call railroad propaganda. The arguments he lined up in favor of the railroad idea of coordination were the familiar ones which persons interested in this subject have read again and again, and, as the doggerel poets say, read enow.

In commenting upon the effects of sound coordination, Mr. Dunn declared that in his opinion the result will be that "the railways will again become almost the sole long-haul inland carriers of the country; the trucks will retain and increase their terminal and short-haul business, and that rail-truck service will carry a large and increasing amount of traffic from the door of the shipper to the door of the consignee."

(Two other transportation meeting sessions are, because of their greater importance, given special treatment on pages 18 and 22 of this issue.)



Our Own Ear-to-the-Ground Department

V-12's Will Be Treats

More V-12 truck engines will make their appearance early next year. You'll get an idea what to expect when we tell you that one of them, rated at slightly under 300 hp., will have selective gear shift and silent second gear, and will give 3½ miles per gallon.

An 8 For Fast Runs

Inquiries make us of the opinion there will not be a large crop of 8-cylinder jobs, although one heavy-duty manufacturer is planning to offer an eight for high-speed work.

4-Wheel-Drive for Fords

The four-wheel-drive mechanism for Ford trucks which this department predicted many months ago has made its appearance. The designer is F. H. Asam, formerly of the Freeman Motor Truck Co., from whom we expect to procure details for publication. The design avoids use of extra universal joints and does not increase overall height of Ford trucks.

A Vocationalization Argument

Sixty-eight per cent of New York's City's garbage collectors are said to be victims of hernia and cost the city thousands of dollars for medical treatment. That's why truck equipment is being vocationalized to avoid high lifting.

Engineers Are Steaming

The steam engine is entering more and more into the conversations of truck factory engineers. As a speculative topic it is beginning to vie with the Diesel. And it seems to be the general feeling that if the problems of both are satisfactorily solved the steam engine will have more attractive features than the Diesel.

Electric Brakes Magnetize

Quite a number of companies are experimenting with electric brakes on trucks, having observed their success in trailer operations. Heretofore application has been limited to 3, 5 and 7½-ton operations. A job for real heavy-duty work has been brought out.

Air Fuel Ratio Analyzer

We know of an instrument for the scientific analysis and adjustment of the air fuel ratio of any type carburetor on internal combustion engines. If you're interested we can tell you more.

Freezing Out the Hoss

Legislation is brewing in several Southern States to prevent retail delivery of milk at temperatures above 50 deg. Passage will push more horse-drawn vehicles off the streets and prove a boon to house-to-house unit makers who are prepared to offer the latest developments in truck body refrigeration.

Auxiliary Engines?

The trend toward larger engines some day may result in trucks carrying auxiliary engines to drive engine accessories, such as generator, fan and pump. The purpose of this development, engineers reason, would be to make the huge main engine more accessible.

30-Ton Jobs Coming Up

A West Coast manufacturer is designing a couple of 30 tonners. On paper the design of brakes is such that the truck will stop in 27 ft. from a speed of 20 miles. The engineer is betting a new hat that they'll do as well on the road.

THE OVERLOAD

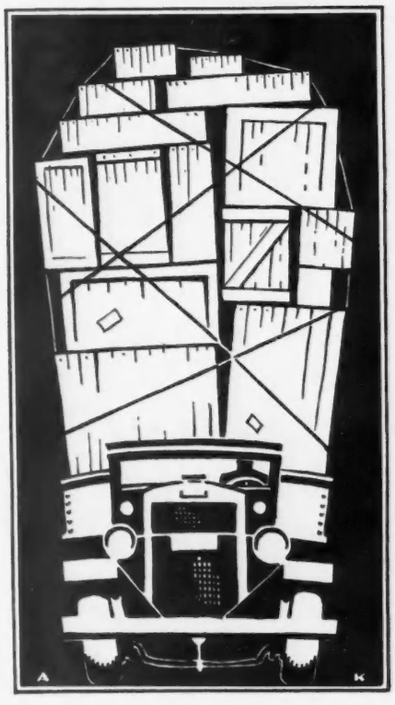
A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

It Certainly Isn't Booming

Eddie Cantor didn't have transportation equipment replacement in mind when he uttered this wise-crack, but it applies nevertheless and we applaud it to the echo: "Many people who have been saving for a rainy day don't seem to realize it is raining like h-e-l-l now."

Some Men Have All the Luck

Under each lapel of his coat D. R. Hughes, whose big job is the building of a bigger dealer organiztion for The White Co., wears a badge. The one on the left tells you he's a Dayton, Ohio, police deputy, and the one on the right flashes the information that he's a fire marshal in the state of Ohio. Mr. Hughes likes fires and together the badges help him get to them at the well-known bent-for-election speed. What's more he's color blind and can't tell a green light from a red one—and the Dayton cops know it.



A Clean Case for Damages

The tobacco counter clerk at the Statler in Buffalo must have read our claim in this department in October that you can be a truck man and esthetic at the same time. Without naming a brand we asked him for a package of cigarets. Later we found that the way he had sized up our requirement was a lousy insult. The cigarets were gold-tipped (22 karat by gad!) and gardenia-scented. But don't think we didn't smoke them. At 10 for 30 cents we couldn't afford to waste them. Ted Preble joined us smoking them and posed a perfectly logical question: "Why don't they scent them with pansies?"

Let's See the Chicago Fair

We urge the Society of Automotive Engineers to hold its 1933 National Transportation Meeting in Chicago, first (why shouldn't we be honest about it?) because we want to see the World's Fair, and second, because it's the logical place to hold it.

A Personal Expectation

If there's any inspiration in successful products, we expect the prolific Mr. Frank Fageol to show the industry his idea of a modern motor truck at the first indication that the next prosperous era has commenced. Having given bus men something to talk about and the house-to-house delivery field something to admire, we have convinced ourselves that a man of his engineering capacity will want to make his impression on the sole remaining branch of commercial highway transportation. If and when he does we'll be disappointed if his design doesn't incorporate something in the way of integral body and frame.

88.2 Per Cent Efficiency

Purdue University made tests of an FWD truck and found it 88.2 per cent efficient. Of the power developed by the engine 11.8 per cent was required to operate the truck. We gather this form of efficiency has nothing whatever to do with so-called mechanical efficiency —or has it, Mr. Higgins?

Biographical Note

The favorite sport of A. G. Bean, president of The White Co., is the manly art of self-defense, otherwise yclept pugilism. In his younger days he was an amateur boxer of considerable skill and we've been told he fought with the immortal Bob Fitzsimmons. He is an inveterate fight fan. Amateur bouts in Cleveland usually find him at ringside within pugilistic parlance, "his nose in the rosin box."

Ours Isn't Printable

In view of his addiction to boxing, it would be interesting to know Mr. Bean's opinion of the bone-crushing, grunt-grunting art of wrestling.

The Worse the Bills the Better

Some truck enemies are the worst sorts of meanies. There are some in New Jersey that want to keep heavy trucks off the main highways from Friday midnight to Monday morning, and down in Tennessee there's one who thinks large trucks ought not only to be taxed "but really ought to be taken off the roads." You may object to such objectors, but we take the attitude that the sillier the requests, the easier it will be on trucks.

Maybe You Claim It, Too

CCJ Representative: "How is your behavior?" Advertising Manager: "What! on my salary?" (Lem Perkins, our Cleveland territory business representative, claims this crack was original. And we doubt if anybody will dispute it.)—G.T.H.

WHO IS RESPONSIBLE

This article by Mr. Preble was part of a paper presented by him at the recent annual S.A.E. transportation meeting in Washington. It is followed by a resume of the discussion which it provoked. In the article

HE SUGGESTS

1. That if the truck salesman would "wear well" with his customers he should enlighten his conversations with them through his superior knowledge of trucks and highway transportation and through his ability to apply this knowledge to the need of the customer to whom he is talking.

2. That the transportation executive make the salesman's lot a happier one by being more specific and definite preceding the sale as to exactly what his requirements are.

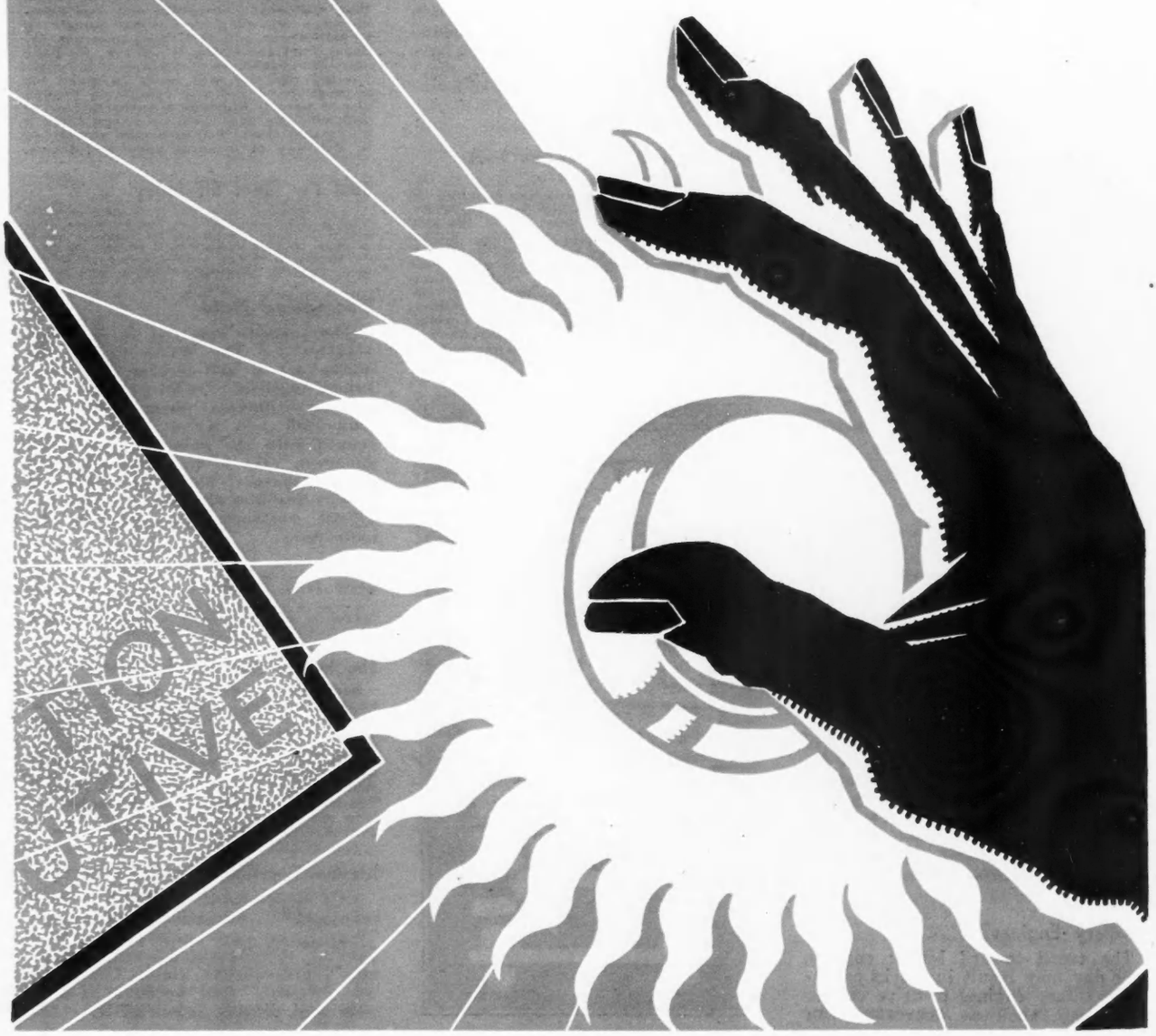
3. That truck designing engineers spend more personal time with buyers, both large and small, to observe trends and to expose themselves to practical suggestions.

HE RECOMMENDS

1. The adoption by the S.A.E., transportation executives and manufacturers of a sales questionnaire, containing absolutely essential data, in order to insure the purchase and the sale of the right unit.

2. The formation of a super-committee composed of representatives from each major trade association for the purpose of discussing problems which are important to the owner and manufacturer alike.

The editor will welcome comment from readers on any phase of Mr. Preble's article. Comments received will be compiled and published.



FOR HOT DOOR-KNOBS?

By T. L. Preble

Sales Manager, Pierce-Arrow
Division of S.P.A. Truck Corp.

Truck Salesmen, Manufacturers and Transportation Executives Are, Says Sales Manager, and Advances Some Hot Thoughts for Cooling Off the Knob

SPACE does not permit of a lengthy recitation of the many relationships which exist, or should exist, between the transportation executive and the motor vehicle manufacturer and his representatives. The object here is to discuss several of these relationships which are subject to marked improvement.

The transportation executive is the buyer and the manufacturer the seller, and each is bound to be actuated by the usual objects which are common to all buyers and sellers. However, there exists in this industry a peculiar need, in the best interests of both, for the buying and selling process to be conducted upon a higher professional plane and in that spirit of real tolerance which is born only of an intelligent appreciation of the other man's problem.

• Salesmanship •

Altogether too often does the manufacturer's sales representative, through ignorance of his job or occasionally through deliberate misrepresentation, bring upon himself the reputation of being a "one-time salesman." Too frequently do we find the buyer who fails to accurately and completely state his transportation needs. The result is inevitably dissatisfaction and dispute, costly to both buyer and seller.

Consider the salesman. Frequently he is far less than profound in his knowledge of even the bare fundamentals of highway transportation. Although we see less these days of the salesman whose selling method was indicated by a shiny left elbow and a baggy right knee, the industry is still afflicted with salesmen who are undertrained for their jobs. The fault lies as much with the manufacturer as with the man.

As the superintendent of a large fleet recently said: "As far as I am concerned, I don't want to talk to any more salesmen—send me an engineer, or at least a service man. I want to talk to somebody who will really CONTRIBUTE to my knowledge of motor transportation problems. The average salesman shows me a pretty catalog, gives me the same old line, and when he has gone, I find that I simply lost a half hour of valuable time."

A motor vehicle salesman may have specifications and prices at the tip of his tongue; he may have a pleasing and a forceful personality and many other fine attributes, but if he expects to "wear well" with his customers he must be able to enlighten his conversations with them through his superior knowledge of motor vehicles and highway transportation and through his ability to apply this knowledge to the needs of the customers to whom he is talking. Such a man (and fortunately his tribe is multiplying) has no fear of that sales malady known as "the hot door-knob." This industry demands salesmen who know their business!

The intelligent salesman performs a necessary function in this industry, and I believe the transportation executive can do much to improve the quality of salesmen. For one thing, of course, he can express himself (and frequently does!) by refusing to buy. But it is highly important, in addition, that he express himself on the subject most forcibly to higher executives of the manufacturer and his selling agents. He can be certain that in these high tension times the manufacturer listens as never before to the words of his bread and butter—the customer.

On the other hand the transportation executive can make the salesman's lot a happier one if he will be more specific and definite preceding the sale as to exactly what his requirements are. There is a growing tendency, fortunately, toward the publishing by prospective buyers of more explicit information.

Because men are human, overselling will never be entirely eliminated. And for the same reason "under-buying" will always be found. But because of the time consumed by the transportation executive with salesmen, the salesman is surely an important factor in the transportation man's daily job. An improved appreciation of these factors by both may bring about a day when salesmanship shall be almost, if not quite, painless.

• Purchasing the Right Unit •

Failure of the manufacturer to sell and of the transportation executive to buy the transport unit most scientifically adapted to predetermined requirements is admittedly of such consequence as to need no elaboration here. To state a well known fact is simple. To suggest an infallible remedy is probably impossible. But to recommend a constructive procedure which will be helpful is much in order.

Obviously the installation of the proper unit depends upon a clear and explicit understanding between the

TURN TO PAGE 46, PLEASE

AFTER HOURS

The Industry Airs Its Clean Linen

⊙We suspect we are merely echoing an opinion held by so-called "assemblers" of motor trucks all over the country when we say that nothing could have been more propitious than the artlessly phrased affidavit of Mr. Masury, Mack chief engineer, in defense of the "artfully" designed specifications of the New York City Sanitary Commission excluding all but so-called "manufactured" trucks from competitive bidding.

We say artless because Mr. Masury said on oath more than he needed to say in order to put "manufactured" trucks in a favorable light and thereby provoked the "assemblers" and unit makers to deluge Supreme Court Justice Cotillo with an avalanche of affidavits taking issue not with the specifications but with Mr. Masury's assertions. And we say propitious because on the eve of a prosperous era it enabled the "assemblers" to play all their trumps for public favor.

So far as we are concerned the argument is strictly among friends. On the "manufactured" side Mr. Scaife, of White, made some statements with which we can find no fault. On the same side Mr. Masury made claims with which we disagree and which the affidavits of "assemblers" spared us the trouble of refuting. And the assemblers, we find, overlooked no argument to present themselves in a deserving light.

Personally we feel that no matter what the outcome of the suit, this airing of *clean* linen (see pages 14, 15 and 16) will have a beneficial effect all around.

⊙

Don't Look for Price Cutting

⊙An annual topic of trade conversation around this time of the year is "price cuts." One would imagine this to be a welcome change after a year in which "salary cuts" hogged familiar intercourse. It is to us because in our travels we've grown weary of asking our contacts "how's business?" and they've grown equally weary of answering evasively, frankly or optimistically, as they felt disposed at the time. We made use of the seasonal topic on our recent trip to various factories and we were quite generally assured that the trade has nothing to fear in the way of price cutting.

The reasoning of one manufacturer was extremely logical. The low prices now in effect, he said, are made possible by the low cost of unit parts. But it so happens that the makers of unit parts are selling their products at anywhere from six to 12 per cent below the cost of manufacture. The moment the demand for trucks revives, it must be expected that they will raise their prices to a profitable degree. The prices of finished trucks must, therefore, follow the upward swing. And he pointed to one model in his line that would have to take a couple hundred dollar boost the moment unit makers tagged their wares higher.

You can gather from this just as well as we did that "price cutting" as such is not a part of the future picture. But don't get the idea that you won't see any models priced lower. You will, but they will be the result not of price cutting but of readjustments in design.

⊙

Senator Rip Van Winkle Confesses

⊙Senator Couzens amazed us recently when he admitted that he had been sound asleep in his thinking on bus and truck legislation matters. In a public statement he declared that he had just awakened to the fact that demands for interstate regulation were not being made by shippers and the public generally. And until there is demonstration of their interest, he said, Congress should not act.

It was nice of the Senator to make the admission and we hope he doesn't fall asleep again. On the other hand we couldn't expect him to stay awake until the interest of shippers and public develops. At the moment there isn't even a sign of such interest. So we urge the esteemed chairman of the Senate Interstate Commerce Committee to seek his pillow in its proper turn.

And we hope he enjoys the long rest which we anticipate. In his wakeful moment we sincerely hope he endeavors to persuade his senatorial colleagues to adopt his sane convictions.

The senator is right. Regulation is not a matter for truck men, bus men or their alarmed competitors to demand. It belongs to the shipper and the public generally. —G.T.H.

We wish all of our readers, everywhere, a Merry Christmas and a Happy New Year. (This may be a bit previous but because of publication dates it's our last chance and we don't want to miss it.)

Chevrolet dealers offer America's most economical truck

CHEVROLET

25 *different models priced as low as* $440

complete with Chevrolet-built bodies

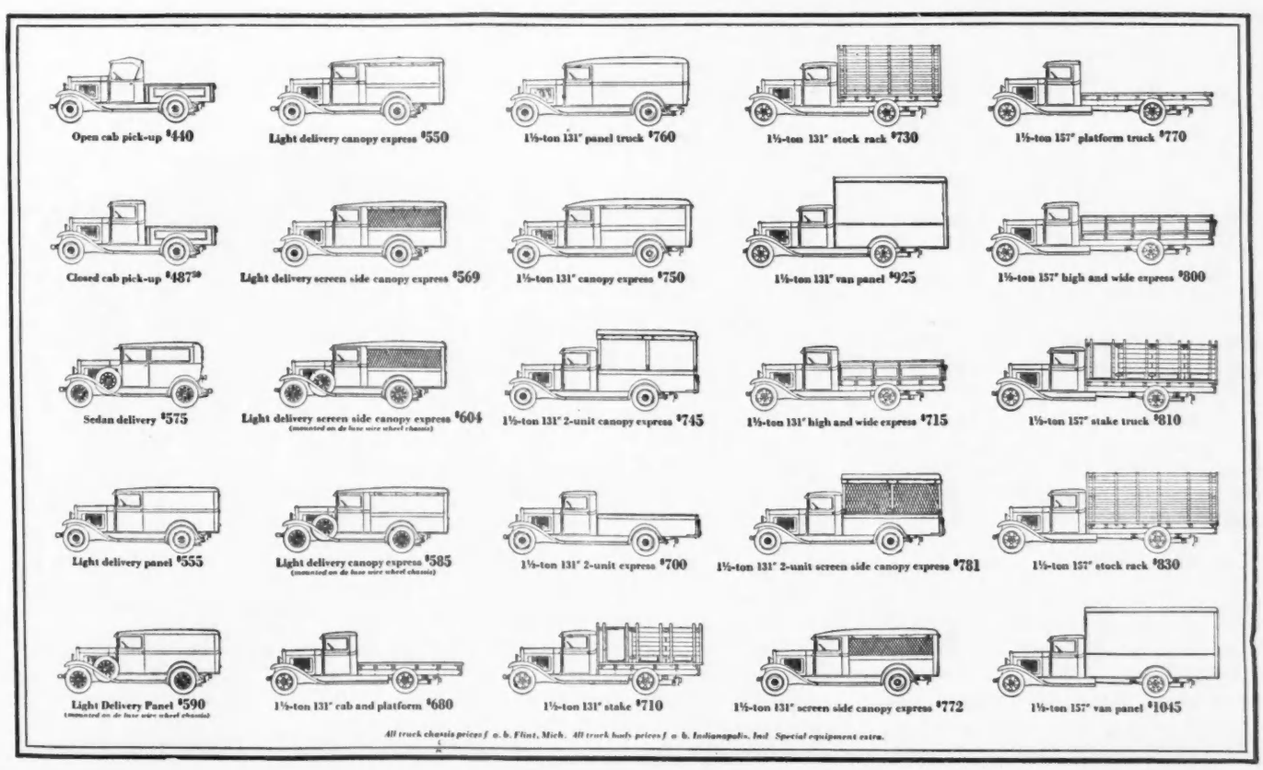
In the trucking field, economy of operation and upkeep is considered more important than any other single factor. To this fact may be attributed a large proportion of the big volume of truck sales reported by Chevrolet dealers. For owners themselves have definitely proved that on a ton-mile basis Chevrolet costs less for gas, oil and upkeep than any other truck —regardless of the number of cylinders.

Today Chevrolet dealers can offer this sought-for economy in 25 different truck models, covering practically every delivery and hauling need, and *selling at prices among the lowest in the truck field.* Moreover, Chevrolet dealers can offer buyers a choice of half-ton and 1½-ton capacities, and three different wheelbase lengths.

This combination of unsurpassed economy and low prices with a wide range of models has considerably increased the value of the Chevrolet franchise, for it has opened up practically the entire trucking field to Chevrolet dealers.

Half-ton 109-inch wheelbase chassis *(Disc wheels standard)*	1½-ton 131-inch wheelbase chassis *(Dual wheels $25 extra)*	1½-ton 157-inch wheelbase chassis *(Dual wheels standard)*
$355	**$520**	**$590**

All truck chassis prices f. o. b. Flint, Michigan. All truck body prices f. o. b. Indianapolis, Indiana. Special equipment extra. Low delivered prices and easy G. M. A. C. terms. Chevrolet Motor Company, Detroit, Michigan. Division of General Motors.


Open cab pick-up $440
Light delivery canopy express $550
1½-ton 131" panel truck $760
1½-ton 131" stock rack $730
1½-ton 157" platform truck $770
Closed cab pick-up $487.50
Light delivery screen side canopy express $569
1½-ton 131" canopy express $750
1½-ton 131" van panel $925
1½-ton 157" high and wide express $800
Sedan delivery $575
Light delivery screen side canopy express $604
(mounted on de luxe wire wheel chassis)
1½-ton 131" 2-unit canopy express $745
1½-ton 131" high and wide express $715
1½-ton 157" stake truck $810
Light delivery panel $555
Light delivery canopy express $585
(mounted on de luxe wire wheel chassis)
1½-ton 131" 2-unit express $700
1½-ton 131" 2-unit screen side canopy express $781
1½-ton 157" stock rack $830
Light Delivery Panel $590
(mounted on de luxe wire wheel chassis)
1½-ton 131" cab and platform $680
1½-ton 131" stake $710
1½-ton 131" screen side canopy express $772
1½-ton 157" van panel $1045
All truck chassis prices f. o. b. Flint, Mich. All truck body prices f. o. b. Indianapolis, Ind. Special equipment extra.

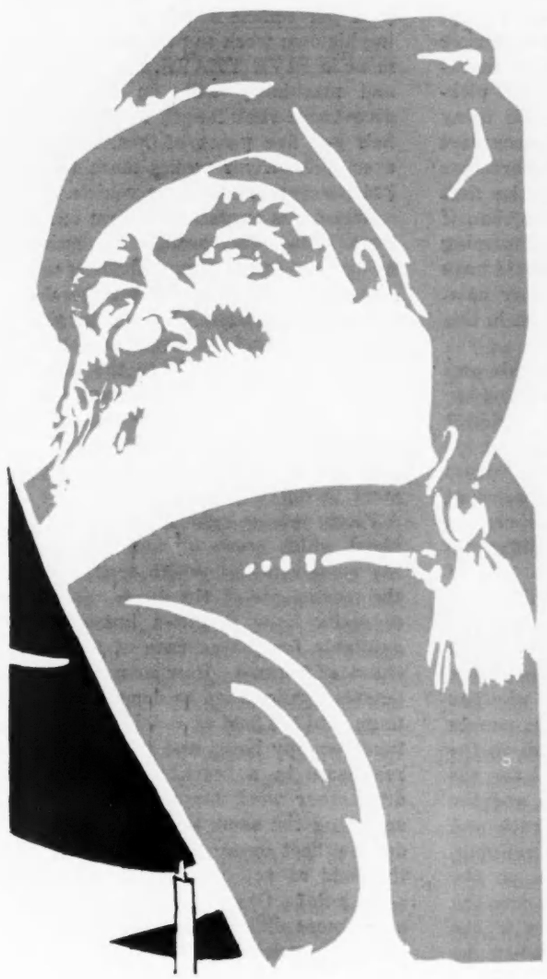
"THERE AIN'T NO

THE all-important question of whether the fleet owner shall perform his own repair and service work or farm it out, so interestingly brought into the limelight of fleet operation by Mr. X in his admirable article, "Why Fleet Thumb Should Be Down on Own Service," is one on which there is a great deal of pro and con to be voiced among the brethren of the truck cult.

Mr. X's first instalment in the September issue of COMMERCIAL CAR JOURNAL has in all probability given lots of fleet operators considerably less than the required eight hours daily slumber; at least it did me. The screed was most worthy, it brought out some poignant ideas, and indicated Mr. X's serious study of the question. But—and this is a sizable "but"—he seems to have overlooked the fact that there are multitudinous methods of peeling the pelt from pussy. In short, he is recommending a general policy of thumbs down on own service for all fleet operators, with high disdain of those myriad intimate local conditions which make each fleet and its operation different from its contemporaries.

An intimate working knowledge of general practices in fleet operation, gained over a period of several years' study not only of the fleet with which I work, but in many similar types of fleets, has shown me that these combinations of local conditions that surround the fleet operator in each locality are practically as variable as the combinations possible in a Chinese lottery. And upon these local conditions surrounding the fleet will depend the policy of operating conduct, of whether the fleet owner shall do his own repair work, or farm it out to the service shop. Seal blubber is a swell dish for the Eskimo north of the arctic circle, but it doesn't cause palpitations of the palate in the fashionable dining rooms of New York. So, it would seem, you must operate your business to meet conditions—you can't bend conditions to meet your needs.

Mr. X has trotted out the excessive investment in parts stock necessary to the operation of a completely equipped and valuable repair shop, naming an instance of $200 worth of parts per vehicle in the fleet, carried in stock, and he has contrasted this with $5 worth of parts carried per vehicle where the work is farmed out. This, naturally, is a most attractive difference in parts investment in these depressing days. But hold! Let's go into the matter thoroughly. There was no mention of local conditions made. We must not forget for one minute that the proximity of parts dealers, the location of outside service shops, the facilities available for handling emer-



gency work at outside shops, the make-up of the fleet itself, all have a direct bearing on this investment in parts.

Here's an example of what I mean: Suppose we have a fleet of 50 vehicles. They are all of one make. Our past records show us that our average rear axle failures in these 50 units is one per month. We carry, then, two rear axles in stock, one to take care of the expected breakage during the month, the other as a standby for emergency. When one axle is used, our stockkeeper immediately orders another to replace it. Now, let's imagine that our fleet of 50 vehicles consists of ten units each of five different makes. Naturally, our records are going to show varying rates of rear axle failures. In addition to this, our fleet is located in a town in which there is no representative for two of the makes, consequently we must carry at least one rear axle for each of these two groups. The breakage records on the other three makes are such that, to be on the safe side, we carry one axle each for those makes. So there are five rear axles we are stocking for 50 units of five makes, against two for 50 units of one make. And the same applies to other parts of a high breakage frequency. Ergo, the man whose fleet is the most variegated is the man who is most apt to have the excessive value in parts stock, and his fleet provides the most fertile ground for farming out his repair work, from the standpoint of parts investment.

Now, I am going to take the operations of a fleet with which I am extremely familiar, lay bare its innermost secrets, and show by its example that outside service would be rank poison for it. This fleet, during 1930, operated an average of 93 passenger cars of seven makes, and 82 trucks of from one to eight-ton capacities, also consisting of seven makes. The entire fleet make-up consisted of 11 makes, there being duplications of makes in some passenger and truck equipment. The total combined fleet averaged 175 units in actual operation during the year. And for this fleet of 175 vehicles, in spite of its variety of makes, the investment in parts averaged about $4,590 throughout the year, or slightly

SERVICE SANTA!"

That's the Feeling of a West Coast Fleet Operator Who Says That Shifting Maintenance Work to Outside Shops Without Regard to Size of Fleet and Nature of Operation Won't Burden the Xmas Tree With Worthwhile Gifts in the Form of Economies

By WILLIAM E. FRAZER

Fleet Operator, San Diego, Calif.

"THERE AIN'T NO SERVICE SANTA!"

over $26 worth of parts per vehicle. This is far below the $200.00 parts investment per vehicle Mr. X mentions, and is but five times greater than the $5 value per unit for that fleet which farmed out its work. But while the difference of $21 might still be objected to, remember that this extra cash is not only an investment in parts stock, but it is an investment against delayed repairs, it is a guarantee of proper control of fleet service and repair work; it is reasonable insurance against high charges for repairs made in outside shops.

During the year 1930 an average of $3,993 worth of parts was purchased each month, and an average of $4,059 worth of parts was disbursed monthly. This would indicate a monthly turnover in parts stock value which is by no means excessive.

And this brings us to Mr. X's obsolescence argument, in which he stated that owing to the retirement of certain vehicles, large stocks of parts were left on hand for which there was no further use, and the only alternative was the junk pile. This smacks loudly of improper purchasing and stocking of parts, for where vehicles are purchased on the budget system, there isn't much chance of the fleet operator not knowing in advance when certain vehicles will be retired from service and handling his parts stock accordingly. And even where the budget system is not employed, the average fleet operator usually has a first-rate idea of when he's going to get rid of certain units. And, as in the case of the example fleet, where parts stock is turned over once a month, the chances of an overstock of parts are indeed slender.

• Part Stocks Kept Low •

Our example fleet maintains a complete stock card record of the repair parts for each make and class of vehicle. And, of course, his monthly consumption figures on these cards give him a mighty close estimate on which to base his purchases of repair parts for stock, permitting him to keep his stock at a safe minimum.

The stockkeeper makes quick pick-up of a great many of his parts from dealers, and the cost is very small, since all dealers are within a one-mile radius of the repair shop. He is notified at the time job cards are made out by the foreman as to the approximate needs, and if he has not certain parts in stock, he picks them up within a few minutes. Naturally, all required parts on a job cannot always be anticipated by the foreman or mechanic, and occasionally the stockkeeper is caught short—but the pick-up service is so quick that the delay is negligible. And if he encounters a job where certain special parts are not stocked by the dealer, the fleet shop is in no worse condition than if that dealer's shop were performing the repair job. The parts would have to be sent away for in either case. Understocking is seldom known in this fleet.

This fleet operator does all his own repair work except upholstery and top repair, the more intricate radiator jobs and brake drum truing. But his 1932 budget includes a brake drum truing machine. And while we're at it, we might as well use this operation as a comparison to show the difference between your own work and that of outside shops. Contract shops in this locality charge from 75 cents per inch for drums up to 2 in. in width, to $1 per inch for drums of 2 in. and more of width. The fleet operator who has a truing machine in his shop merely slaps wheel, drum tire and all in the machine, sets the cutting tool for the first cut, turns on the power, and the mechanic goes back to the truck and removes the brake shoes for relining. When the first cut is taken on the drum, the automatic shut-off cuts the power. The mechanic glances at the machine occasionally, and when he finds it stopped resets his cutting tool for the next cut, throws the switch, and goes back to his work. The labor required is practically nothing and the amount of electric power consumed is not great. There is a big difference between this and the six to eight bits per inch charged by the outside shop. Our example operator has from three to four hundred drums trued per year.

An inside peep at this shop reveals that instead of a ratio of 6 or 8 vehicles to one mechanic, there are 17.5 vehicles to one mechanic, which so closely approaches the figures set by Mr. X as a ratio for fleet operators farming out their work that it is worthy of considerable notice. This, of course, is exclusive of a day foreman and a night foreman, but does include two light repairmen who make running repairs only in district garages.

The investment in garage shop tools and equipment is $21,313, or at a ratio of $121 invested capital per each operating vehicle. The operator retires his vehicles on an estimated life basis of 60 months, or five years. This is an average, as some heavy truck units live longer than 60 months, while some passenger and light truck units are retired at 48 and 50 months. All he has to do is to save $24 per year per vehicle in repair bills by doing his own work to pay off his investment in FIVE YEARS, but shop tools and machinery will, on the whole, give twice that length of service, so he's got five years of healthy profit even if he never makes more than a $24 per year saving per vehicle.

Were this operator to farm out his work, that $24 would be quickly gobbled up in lost time delivering units to and from the outside service shop, proper supervision of work in progress, lost time in emergency field repairs, net profits paid to the outside shop owner. There are a good many hidden profits for the fleet owner who maintains his own repair shop which are not recognizable as such until you start to dig them out.

Fleets whose vehicles are the hub about which crews of men work, and the movements of which control also the movements of the crews, must of necessity have facilities immediately available for taking care of field mechanical failures. How soon could the outside service shop be depended upon to go into the field at considerable distance, at any hour, and install a new rear axle in a truck? Would they drop other work for which they are accepting the same kind of legal tender the fleet owner pays, to hasten to the field of activity and install that new axle? Obviously, it would be much more difficult to get the instantaneous service from the outside shop on a job of this nature that the fleet-operated shop can and will give to its own vehicles.

• Prompt Road Service •

Our example fleet operator's garage foreman, upon receiving a break-down call from the field, snaps a mechanic on it at once, or two if necessary. There are no arguments and no delays. A crew of ten to twenty four-dollar-a-day men, losing time due to a field break-down, costs the operator at the rate of from $5 to $10 for every hour lost, in addition to loss of revenue on his truck.

Right here is a good place for a lot of readers to rise up and proclaim that "preventive maintenance would eliminate many field failures, etc." Agreed, brothers, but I can tell the populace that our example fleet performs a swell brand of that self-same preventive maintenance with rigid inspection schedules, and in spite of it their operations are such that their vehicles are forced to work in locations more rigorous than average operations, unusual conditions that cannot be anticipated, and field break-downs occur to

TURN TO PAGE 44, PLEASE

TRUCK MAKERS PLEAD FOR JUSTICE IN BIDS

ufacturing of all of the parts which are used in their trucks in the past few years, and are today buying some parts from parts manufacturers, which they formerly manufactured themselves. This affiant is informed that Mack Trucks, Inc., and White Motor Co. today purchase from parts manufacturers, and in many instances from the same manufacturers as the Diamond T purchases its parts." Mr. Peirce cited axles, wheels, and universal joints, as examples.

"The Diamond T Motor Car Company," Mr. Peirce continued, "has been in business for 26 years, and has been under the same management continuously.

Mr. Alden, of Timken-Detroit, expressed his belief that the qualifications of companies seeking to supply the city of New York with equipment might well be considered under the following four headings: financial and material resources; experience gained over a period of years; facilities for production of high quality material and service.

Following are extracts from Mr. Alden's comments under each of these headings:

1. "As the producer of so-called assembled trucks has at his command the entire unit manufacturing resources of the country, these real financial resources are far in excess of those of any individual producer of manufactured trucks. The capital and surplus of the Timken-Detroit Axle Co. alone is $16,288,833.67."

2. "The unit manufacturer does not, never has, and never can produce a line of 'canned' units which are just sold off the shelf. In general, the unit manufacturer has had more varied experience on which to design and build units than has any one individual truck manufacturer."

3. "As the unit manufacturer has had to concentrate on one line only, and as competition among unit manufacturers has forced quality up and prices down, he has had to fortify himself with the best of production equipment."

4. "The Timken-Detroit Axle Co. has, for over 20 years, sold continuously to some producers of assembled trucks."

• Pirating No Danger •

Mr. Alden expressed his conviction that there was no more danger of pirating of parts with one than with the other classification of trucks, and that "of course, it is wholly within the control of the ultimate user.

Mr. Angell, president of Continental Motors, pointed out that his company has conducted its business since 1902; has successfully designed, manufactured and sold upwards of 2,250,000 internal combustion engines; maintains and operates two large plants at Detroit and Muskegon, Mich., and furnishes quick service at 38 parts stations located in various parts of the United States.

Mr. Balough, president of Hercules Motor Corp., declared that "the experience of large fleet operators, many of whom have operated large fleets of both classifications of trucks, are a matter of record, and a close analysis will undoubtedly prove that the specialized truck built by the so-called truck assembler has given equally as good satisfaction as the so-called manufactured truck.

"Most, if not all of the 'manufacturers' of trucks," he said, "buy their carburetors, ignition apparatus, universal joints, springs, frames—or at least their component parts—wheels, and many other units and parts without interference to the idea of proper coordination."

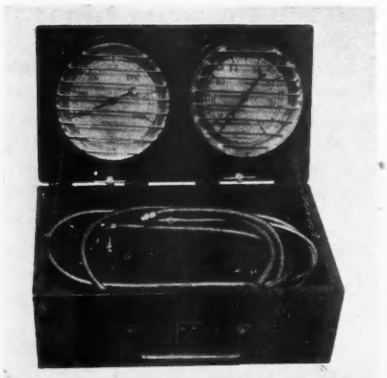
Mr. Stewart declared that "from his many years' experience as a motor truck engineer, designer, and manufacturer, he considers many of the statements of said Masury biased, misleading, and at variance with his knowledge and experience."

He pointed out that "even Mr. Masury's company purchases its frame rails or frames from the Parish Manufacturing Company, universal joints from the Spicer Manufacturing Company, roller bearings from the Timken Roller Bearing Co., etc."

Mr. Mohun, of Willys-Overland, held that the practice of buying parts from "outside component parts manufacturers of reputable standing" made for "better material and quality at lower prices."

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Ind	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	LaFrance-Rep.	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January....1931	223	154	7,569	167	1,183	23	31	111	11,313	447	1,325	28	225	16	27	3	13	273	32	15	62	84	297	221	159	24,415
January....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February....1931	177	107	7,459	135	1,129	31	36	100	10,868	388	1,368	34	184	12	20	4	28	261	30	11	47	85	268	204	184	23,466
February....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March.....1931	121	151	9,396	144	1,363	15	28	123	14,731	454	1,881	36	287	17	29	9	18	308	30	10	57	119	362	207	283	30,609
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April.....1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	480	564	47,032
May.....1931	155	190	9,932	260	1,492	24	13	170	15,675	543	2,382	40	355	19	18	17	38	306	20	16	101	175	426	254	421	33,496
May.....1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	2,531	49	717	36	55	2	93	737	59	55	147	305	115	452	456	43,245
June.....1931	179	144	8,970	240	1,285	37	14	144	12,448	513	2,078	45	294	11	24	18	29	466	20	25	59	136	288	267	351	28,496
June.....1930	183	481	9,761	261	1,113	56	118	158	15,669	889	1,917	56	446	29	19	2	43	581	54	38	109	207	102	412	352	33,512
July.....1931	136	143	9,539	304	1,251	32	12	151	12,932	728	2,282	58	288	22	9	12	34	648	18	4	71	129	301	233	355	30,101
July.....1930	194	388	10,947	338	1,080	47	124	209	19,841	882	2,477	50	577	39	35	2	41	583	71	43	100	266	88	460	409	39,888
August.....1931	112	186	8,979	267	989	37	7	125	11,575	735	1,827	25	289	12	17	8	21	609	16	14	59	117	248	207	277	27,070
August.....1930	171	251	9,544	277	707	32	91	142	17,086	604	2,223	51	405	33	29	3	27	436	72	26	102	184	85	399	295	33,758
September...1931	130	110	8,817	227	922	30	8	100	10,843	640	1,863	37	174	4	26	12	23	623	8	17	68	110	292	237	271	25,967
September...1930	171	191	9,716	217	1,018	33	60	155	17,531	622	1,827	63	360	41	28	3	25	402	75	21	92	172	102	317	249	33,933
October.....1931	157	148	8,709	233	988	19	5	116	9,601	769	1,695	40	227	6	44	11	15	577	8	11	44	121	308	214	237	24,713
October.....1930	186	265	8,485	144	1,738	28	60	174	18,155	678	1,797	58	391	23	28	3	30	357	56	26	91	177	198	321	252	34,237
Total 10 Mos.1931	1,545	1,548	90,565	2,213	12,177	281	171	1,290	127,741	5,807	18,996	401	2,667	138	234	112	261	4,425	213	144	672	1,242	3,171	2,272	2,884	285,181
Total 10 Mos.1930	1,823	3,480	107,430	2,623	13,316	439	1253	1,862	176,589	8,323	21,639	540	4,557	394	367	27	423	5,944	653	324	1,113	2,142	1,085	3,981	4,007	369,910



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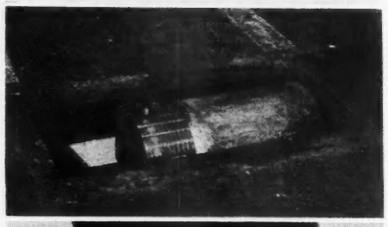

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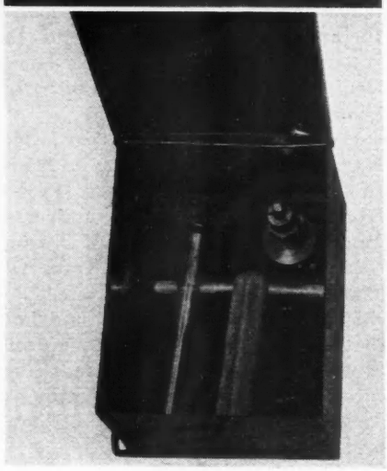


3

A HURRIED inspection trip of the repair shops of the Consolidated Gas Electric Light & Power Co. of Baltimore will not disclose many shop ideas. This is not because they are purposely hidden from visitors but, as in many other shops, because their best location for shop convenience is not at all conspicuous.

Thanks to the cooperation of E. W. Jahn, superintendent of transportation of the company, and F. C. Gier, superintendent of the repair shops, and their staffs, our search for shop ideas was neither hurried nor aimless. They not only pointed out shop-made devices which might be of interest to others, but they explained why and how the things were made. There is an axle tube puller which does away with need for removing cover and differential assembly, reamers of the same size boxed in pairs, and an outfit which diagnoses sick brake systems. Each of them proving again that "necessity is the mother of invention." The whys and hows follow.

Fig. 1. Hydraulic Brake Tester

This outfit, made in the shop, checks operation of hydraulic brake systems and vacuum boosters, and determines by elimination whether or not the wheels should be removed for inspection of linings and drums. The unit comprises a high-pressure liquid gage, vacuum gage, with flexible tubing and connections, all within a box. A high-pressure gage is connected in the line behind the master cylinder, the brakes applied, and pressure read. This reading is compared with a table of standard pressures. If pressure is right it indicates that vacuum booster and brake system are okay. The booster is checked with the vacuum gage, and if less than 22 in. is shown this unit is repaired. If vacuum is right and liquid pressure low the system is checked for leaks and worn wheel or master cylinders. The last step is to remove wheels.

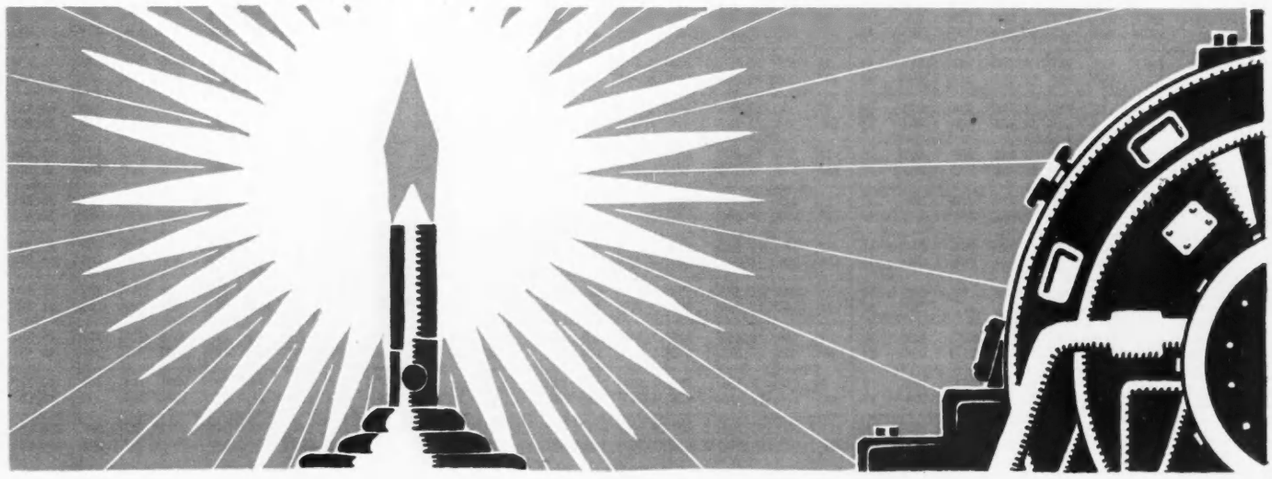
Fig. 2. Front End Alignment Tester

A micrometer-type scale measures front-wheel alignment very accurately in this floor-type device. Two drums are mounted freely upon a shaft set into the garage floor near a driveway.

Front wheels of a truck are driven on these drums. The left wheel is rotated by hand and the steering wheel turned until the free front

Repair shops of Consolidated Gas Electric Light and Power Co., of Baltimore reveal eleven ways of stopping loss and waste in truck maintenance establishment

PRIVATE IDEAS FROM



drum does not move sidewise in either direction, then this wheel is locked with a bracket so that it cannot be steered. The right wheel is then rotated on its drum and misalignment measured on the micrometer scale. The wheel is lined up so that there is no movement of the drum, thus eliminating road scrub.

Fig. 3. Valve Tool Kit

Many of the tools in this shop are put up in metal boxes comprising kits for particular jobs. An example is the Ford A valve-reseating outfit pictured. The seat reamer is placed over a pin, with the cutting edge resting on a wooden block for protection.

Fig. 4. Reamers in Pairs

Reamers also are kept in metal boxes for protection, but they are paired for efficiency. One of the reamers, at the left, is marked with brazing material to indicate that it is to be used only for bronze or brass. The unmarked reamer is used for cast iron and mild steel.

THE IDEAS

Fig. 1. Hydraulic Brake Tester
Fig. 2. Front End Alignment Test
Fig. 3. Valve Tool Kit
Fig. 4. Reamers in Pairs
Fig. 5. Axle Sleeve Puller
Fig. 6. Transmission Saddle
Figs. 7 & 12. Mechanic's Tool Box
Fig. 8. Lining Facing Jigs
Fig. 9. Air Hammer Trigger Guard
Fig. 10. Clutch Assembly Jig
Fig. 11. Mileage Test Kit

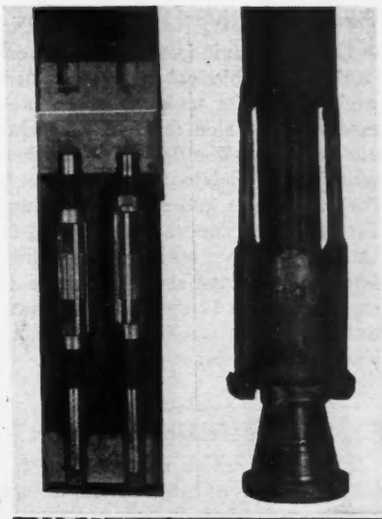
Fig. 5. Axle Sleeve Puller

Most axle sleeve, or tube, pullers require the removal of housing cover and differential assembly for their operation, but this puller saves that much of the job. The puller head is made of tool steel, machined to a circle, and the sections are cut out to permit the sectors to be compressed enough to pass through the tube. The inside of the head is tapered. The head is expanded by a drawbar passing through it.

In operation the axle shaft is removed from the axle and the puller tube and drawbar pushed through the axle tube, with the drawbar in advance. At the end of the axle tube the puller tube end is forced apart by pulling on the drawbar, making a solid head for pulling. The tube is then withdrawn by means of threads on the center drawbar and suitable spacers. The new tube is inserted by pulling with a threaded bar extending all the way through the axle to the opposite side.

Fig. 6. Transmission Saddle

A saddle made in the shop adapts a conventional type floor hoist to removing and replacing transmissions. This substantial hoist has reach enough so that it may be placed beside the vehicle and raise or lower a transmission with ease.



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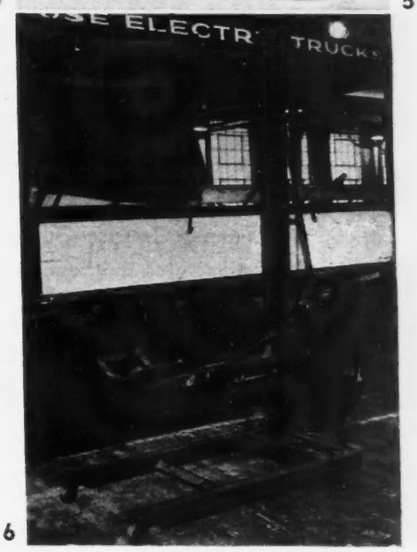

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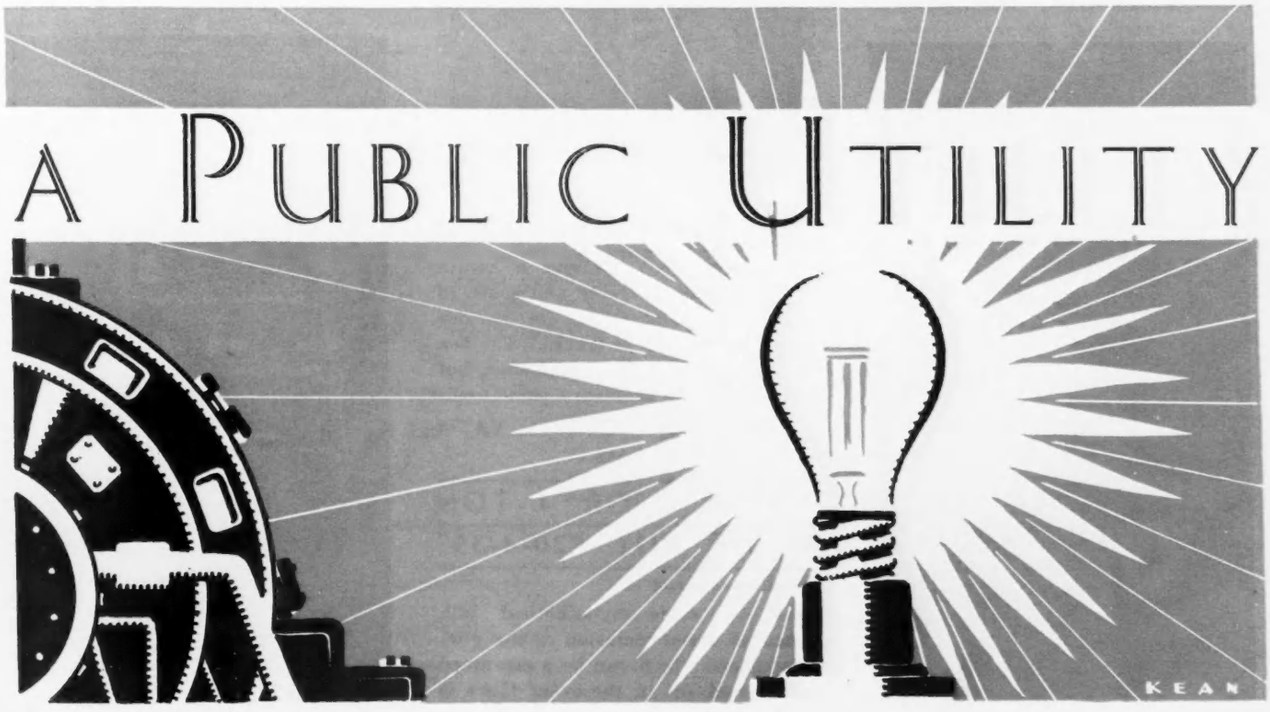

Figs. 7 & 12. Mechanic's Tool Box

Each mechanic in the shop has one of these portable tool cabinets. Shelves are provided for tools and a compartment on one side for long wrenches and handles. The drawer in the bottom is divided into 16 compartments for cap screws, stove bolts, lock and flat washers, screws, etc. A 50-ft. extension lamp cord and lamp, which is standard in the shop, is carried in each box. Fig. 12 shows the substantial nature of construction and the locking arrangements.

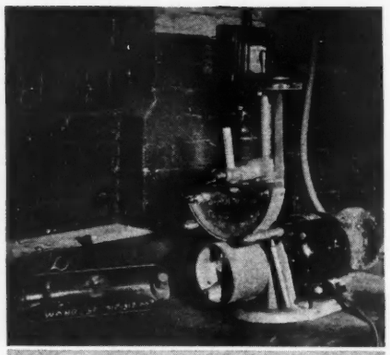

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Fig. 8. Lining Facing Jigs

These jigs, which are made up for different types of brake shoes, assure grinding of brake lining to exactly the same radius as that of the drum, giving correct contact between drum and lining. The brake shoe is held in position so that it travels over an arc of a circle equal in diameter to the drum.

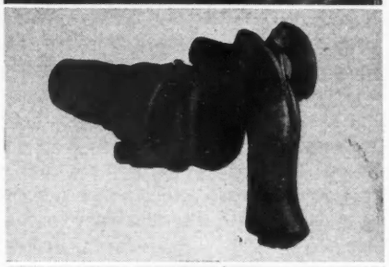

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Fig. 9. Air Hammer Trigger Guard

This guard eliminates the possibility of accidentally touching the trigger against an object which would cause the hammer to eject the plunger, making a dangerous "projectile."

10

Fig. 10. Clutch Assembly Jig

This old clutch-driving drum, with two handles attached, makes short work of the job of lining up a multiple-disk clutch assembly.

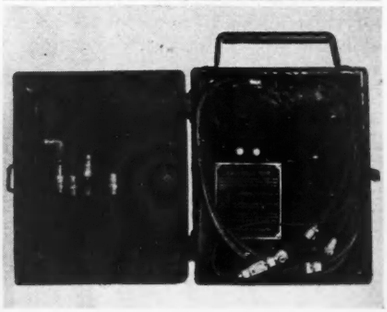

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Fig. 11. Mileage Test Kit

This metal box contains a Zenith gasoline mileage tester and a set of fittings and connections for various makes and models of trucks. The box not only protects the Zenith unit, but keeps all of the necessary parts, gadgets and fittings together.

7

NOT A 3 OR 4 TON RATING BUT "20-4-35"

CONTINUED FROM PAGE 19

speed up some hypothetical hill. Hence he urged inclusion of the governed speed which can be guaranteed and proved, or, in the event there is no governed speed, the manufacturer's maximum recommended engine speed.

• G.V.W. Conversion Table •

In regard to the suggestion that the S.A.E. prepare a conversion table whereby gross vehicle weight could be translated to show what payload capacity can be expected with the average weight of body and equipment, Mr. Herreshoff said the table should be for reference only and not be a standard.

Although the explanation did not come up at the meeting, it must be apparent that an official conversion table to supplement gross vehicle weight ratings is necessary. First, because laws in many states are still based on tonnage capacities, and, second, because an official table would eliminate the confusion which would be certain to result if each manufacturer were permitted to convert according to his own ideas.

• Work That Remains •

While the committee agreed unanimously upon the form a standard truck rating should take, reconsideration of its decision remains a committee prerogative. No change, however, is expected.

The committee's next task is to work out the ability factors expressed in the rating as "per cent of grade." It is not a simple task, but if the mood which prevailed at the Washington meeting is sustained, the committee will safely surmount all obstacles. The next meeting will be held before the annual S.A.E. convention in January.

12

18 STATES IMPRESS NEW TAX BURDENS

CONTINUED FROM PAGE 17

Perhaps most noticeable in this year's crop of tax laws was the spread of the ton-mile tax and its widening application to include private as well as for-hire commercial vehicles. A form of taxation which was already in use in 12 states, this was introduced for the first time in three states, and in two states where it was already in force was extended as already mentioned.

This tax assumes various forms, its commonest and simplest being a fixed rate varying from two-thirds of a mill to two-thirds of a cent per ton-mile, weight being gross. Another form is a tax based on the mileage but having varying rates based on the capacity of the vehicle. Florida, which had two mileage rates for common carriers, one for loads less than 5500 lb. and one for loads greater than that figure, increased the scope of this law to include noncommon carriers for hire. In most cases where there is a ton-mile tax on property carriers it also applies to passenger carriers, either at so much per passenger seat, or abitrarily establishing a weight of 150 lb. per passenger. This tax is always over and above other regular fees, gas taxes, property taxes and other taxes paid by private vehicles.

One feature of the growth of the ton-mile tax which points the way to danger for the operator is the fact that it started out figuring the tonnage on the rated capacity of the vehicle. That is, it was so many mills per unit obtained by multiplying the capacity by the mileage. From that it was but a short step to multiplying the gross weight, that is the capacity plus the vehicle weight, by the mileage. This year Kansas adopted a new law taxing the operation of such vehicles at half a mill for a unit obtained by multiplying 200 per cent of the rated capacity by the mileage. Whatever may be the justification of such a rating, this method is another advance step in the increase of the toll upon the operation of the commercial vehicle for hire. While there is no denying the fact that many of the trucks operating on the highways today are loaded much above their rated capacity, it is equally true that there are many of them running with loads weighing much less than they are capable of carrying according to their official rating. When you tax these vehicles at twice their rated capacity, you are placing an unwarranted share of the cost of highway maintenance upon them.

The plan is dangerous from a number of points of view. In the first place, it obviously requires an accurate check of the mileage operated during a month's time, and may thus penalize those who keep accurate records as against those who do most of their bookkeeping in their heads, and may be able to render their reports from guesses—any errors in these cases obviously being in favor of the operator as against the state. Then, too, the legislators may come to regard this as an easy means of raising money and abuse it just as they have the gasoline tax, which started 12 years ago at one cent a gallon in three states and now is found in every state, and runs up as high as seven cents a gallon in one case, and six cents in a number of them.

The accompanying table gives the principal changes in this year's laws covering taxation of commercial vehicles for hire. The table covers changes only. In the column showing old laws, only those portions superseded by the new law are shown. It will be seen from the table that the changes fall into four classifications: the ton-mile tax, some form of weight tax, gross receipts tax and a flat fee, the last usually added to some variation of the other forms.

Perusal of the table will reveal that the commonest form of taxation indulged in this year, as well as one which was popular before this year, is some form of a tax based either on the capacity or upon the gross weight, which presupposes a gaging of the capacity. In fact the ton-mile tax already discussed might well be considered as a variation of the tax based on capacity. It will also be noted that in a few instances a flat fee has been added this year to existing fees, based usually on weight. In one instance, that of Pennsylvania, a gross income tax of eight mills has been added "for administrative purposes" on all property carriers for hire operating wholly within the state, and a like amount on earnings derived within the state for those operating in interstate service.

CONTINUED FROM PAGE 17

FLAT FEE TAX

ALABAMA common carriers		In addition to regular registration 1% gross and $10 per vehicle plus $1 per ton over 3.
MONTANA	Add $10 per vehicle to former fees.	
TEXAS	Add flat $10 for common carriers.	

GROSS RECEIPTS TAX

PENNSYLVANIA	Add 8 mills on gross receipts on all earnings within state.

THE PRESIDENT'S PAGE

CONTINUED FROM PAGE 13

one unit. Hence, such a product can easily be kept more modernized, affording the specialized truck maker a better unit for less money than he could possibly obtain by attempting to make a few of each unit for himself.

The product of the "specialized" truck maker is generally more modern and up-to-date than the product of the so-called manufactured truck. It was a specialized truck maker who first put four-wheel brakes on American trucks, electric starters, six and eight-cylinder engines, and many of the other improvements and refinements, not to mention beautification of exterior design, which have come on motor trucks in the past several years.

The specialized truck maker has another great advantage, in addition to his own engineering department he has the benefit of the knowledge and experience of the engineering department of his motor, transmission or axle specialist. Hence, the specialized truck is usually the result of the brains and ability of fifty to one hundred engineers, whereas the so-called manufactured truck maker must generally rely upon the brains and ability of the few engineers in his employ.

Among the specialized truck makers are some who are producing low quality trucks to meet a low price, others a medium grade, while others are producing trucks of the finest quality. The same is true of the so-called manufactured truck makers. It is my claim that a high grade quality "specialized" truck is more modern, better constructed and can be sold to the public for 10 and 25 per cent lower price than a truck of similar quality produced by the so-called "manufactured" truck maker. Further, repair parts when needed can be obtained from more than one source, thereby preventing the "pegging" of parts prices to the public, all of which is in favor of the specialized truck in regard to long life and low cost of operation.

WHEN J. M. Orr, chairman of the S.A.E. committee which surveyed fleet maintenance practices, made his report to the Transportation Meeting of the Society he told his listeners that the conclusions about to be presented were "based without bias upon information received and . . . we feel impelled to hew to the line, letting the chips fall where they may." When he had finished "hewing" there remained many strong timbers which both fleet manager and dealer could use to build up rational maintenance programs and quite a pile of chips, not so useful.

Chips in this case were a lot of commonly-accepted notions concerning what fleets are doing about maintenance and why. The idea that big fleets do all their own maintenance work was cut down by facts showing that fleets of 200 or more vehicles do a smaller percentage of work than smaller fleets. Still more facts indicate that a majority of each class of fleet maintenance covered by the report is given to outside shops.

Maintenance was sub-divided into 23 classes in the survey and figures were obtained showing the percentage of each class performed in fleet shops and sent outside. These percentages, given in the accompanying table page 39, upset a lot more well-established conclusions about fleet maintenance practice. More than nine-tenths of greasing and lubrication is done by fleet shops, as might be expected. But what about rebuilding engines, transmissions and rear axles? How much is done in fleet shops, especially small fleet shops? Not so much, it might be assumed, but the report shows to the contrary, that on the average three-fourths of this work is done in fleet shops and that fleets of 15 to 25 vehicles do a higher percentage than the average. The chips did fall "where they may."

TURN TO PAGE 40, PLEASE

A PROPHECY

I prophesy that within 10 years manufacturers and dealer service stations will learn how to make a good profit on service work and the work will be of great satisfaction. (I honestly believe five years is enough.) In that time I believe we will see a higher percentage of service work of fleets going to dealers. I believe that just as fleet men aid and train their drivers they ought to aid and train dealer shops.

F. K. Glynn, automotive engineer, A. T. & T. Co., thus prophesied on the subject of fleet maintenance at the S.A.E. transportation meeting.

ALL FLEETS HAND

Survey of Small, Medium and Large Fleets Shows That Not One Holds On to All Its Work. This Condition Offers Unrecognized Opportunities for the Trade Which Are Here Discussed

THE DEALER'S OPPORTUNITY

	Fleets Send Out %	Dealers Send Out %
1. Speedometer Repairs	94.6	72.5
2. Crankshaft Regrinding	89.3	63.8
3. Spring Repairs	76.8	41.1
4. Body Building	74.6	53.0
5. Drum Reconditioning	73.3	34.8
6. Radiator Repairs	72.2	51.0
7. Upholstery Repairs	68.1	65.8
8. Tire & Tube Repairs	67.0	66.4
9. Cylinder Reboring	62.7	25.8
10. Glass Replacement	61.0	53.6
11. Battery Repairs	60.1	59.5
12. Passenger Body Repairs	57.0	...
13. Frame & Axle Straightening	43.7	14.0
14. Carburetor Repairs	41.0	10.6
15. Truck Body Repairs	40.5	...
16. Painting	38.2	46.1
17. Brake Lining	32.2	9.5
18. Wheel & Axle Aligning	27.4	6.7
19. Electrical & Steering Unit Repairs	25.9	13.5
20. Rebuilding	24.8	.7
21. Brake Adjusting	18.6	8.5
22. Lubricating	5.8	7.0
23. Not Classified	87.3	92.5
Total	54.2	35.9

Weighted averages of the percentage of service work sent to outside shops by fleets and dealer establishments.

OUT SOME SERVICE

Editor's Note—The statistics on which this discussion is based were procured and compiled by J. M. Orr, fleet manager, Equitable Auto Co., Pittsburgh, Pa., and presented in the form of a report at the recent annual S.A.E. transportation meeting. They cover 67 fleets operating more than 29,000 vehicles a total of 347 million miles per year.

ALL FLEETS HAND OUT SOME SERVICE

CONTINUED FROM PAGE 35

Dealers studying the survey will find that it reveals conditions of which they can take advantage and that it shows them the paths of least resistance to those advantages.

No overnight revolution in fleet maintenance policy is to be expected. Changing a fleet from self-service to outside service is no small undertaking either for dealer or fleet manager. Even though all conditions are favorable it takes time to bring about such a change. Because of circumstances, certain fleets will continue to do their own maintenance work and others to send out the bulk of their work-arguments, pleas and discussions to the contrary notwithstanding. Even the prediction of F. K. Glynn, vice-president of the S.A.E., quoted on page 34, sets five to ten years as the time required to bring about a marked change in maintenance policy upon the part of fleets generally.

Ten years, or five years, is a long time for a dealer beset by trials and troubles of today. But he need not wait. The survey shows that the largest fleets send out repair work, and the more numerous small fleets, obviously, send out a tremendous volume of such work. The business already exists, being given to, or obtained by, someone.

An aggressive dealer will find out who is getting the business and why. He will visit fleet managers and find out just what work is being sent outside and will solicit that business for which he is equipped. Perhaps a considerable part of the work is being sent to specialists, in which case the dealer may have 10 or 15 rivals.

In this diversity lies a dealer's opportunity to point out to a fleet manager the advantage of sending outside work to one place, thereby centralizing interest and responsibility.

This argument on the dealer's part may seem inconsistent in view of the figures in the second column of the table showing the percentage of work which dealers, in turn, send to outside shops. An obvious assumption is that a dealer sends out work for which he does not have sufficient volume to justify the setting up of facilities, as, for illustration, battery repairs. But it may be that the battery work he is sending out plus the battery work he could secure from fleets in his territory would make it worth while for him to establish a new department in his shop.

Disposition of battery repairs, chosen at random in the preceding paragraph, illustrates the point. It appears that fleet shops send 60 per cent of their battery repairs to outside shops and that dealers, by a strange coincidence, send out almost the same percentage. A dealer can easily determine by a survey in his own field whether or not the combined amount of battery work which he has, and can get, will be enough to maintain a profitable battery department.

Dealers seeking to increase their service sales will not content themselves with asking for business now being given to others, but will try to obtain some of the work being done in fleet shops. The written part of the report gives much valuable information on this subject.

The first difficulty in many cases is that dealers are not equipped to do the work for fleets. Twenty-five of the fleet owners reporting state that dealer service station facilities are not available to perform all of their work and the same number (perhaps the same owners) say that service was not available from commercial repair shops. These fleet managers apparently have little choice between doing some jobs themselves and sending them out.

● Lacking in Mechanics ●

Another reason for fleets keeping work at home is lack of personnel in dealer shops, according to 12 fleet men, and 15 fleet men say that adequate personnel is lacking in commercial shops.

Forty per cent of the fleet owners report that adequate stocks of repair parts are not maintained, and almost one-half of them say that stocks of unit assemblies are not adequate.

Asked whether or not 24 hour service is available, two-thirds of the fleets answering said not from dealers, and three-fourths of them find it lacking from commercial shops.

Even with these handicaps removed, some of the fleet owners still prefer to do their own work. To the question, "If either or both (manufacturers or dealers and commercial repair shops) had adequate facilities, would you rather give them your work than do it yourself?" more than 68 per cent said "No."

This preference on the part of fleet men for doing work themselves is a major objection which must be overcome. It is founded upon several factors which are set forth in the report. Almost two-thirds of the operators preferring self-maintenance say that high cost of outside work is one of their reasons. Obviously dealers cannot expect fleet men to fall in with an outside maintenance plan unless price and service are right.

More than one-third of the operators claim that their own work is better than they can obtain from outside agencies, and several said that outside standards of supervision, workmanship, thoroughness and interest were not as satisfactory as their own.

Among the other objections raised against outside service were: outside agencies cannot have the intimate knowledge of vehicles possessed by the fleet shop, the time and expense occasioned by taking vehicles to the outside shop, bad judgment in replacing parts in outside shops and the greater percentage of time-out for repairs.

The questionnaire, upon which the report was based, provided ample opportunity for helpful and constructive criticism of dealer and branch service. One direct question asked how manufacturers, through dealers and branches, can increase the value of their service to fleet operators, and the other asked how commercial repair shops can increase the value of their service.

Replies to both questions were similar. Manufacturers, acting through dealers and branches, should:

Maintain complete stock of repair parts at all times;

Provide adequate force of skilled mechanics;

Supply higher grade of field service;

Reduce parts and service charges;

Install modern shop equipment;

Provide parts and repair service after hours at reasonable rates;

Commercial shops are asked to provide practically the same advantages.

Dealers going after part or all of a fleet's business must study the type of fleet organization and the business in which it is engaged. A fleet owned by a large factory with a complete machine shop will not respond readily to an appeal for machine tool work on truck parts presented by a dealer. Just as in selling trucks, best results come from live prospects. Finding out whether or not a given fleet is a prospect for service work takes a little time, but the time spent may be profitable to both dealer and fleet manager.

The concluding paragraph of the report brings out forcibly this idea, that fleet maintenance is the joint concern of fleet and dealer. "The importance of this question of self versus service station maintenance will grow with the growth of the industry as a whole, and it is our belief that it is deserving of considerable thought and study, from which should come a clearer understanding between fleet owners and manufacturers, to the benefit of both."

REO ENTERS TRAILER FIELD

Reo semi-trailer hooked to a 1½-ton Reo Speed Wagon. It is equipped with Martin fifth wheel and hydraulic brakes

ENTRY of the Reo Motor Car Co. into the semi-trailer field is signalized by the introduction of a line of units for use with Reo 1½, two, three and four-ton chassis. The semi-trailers of 16, 18 and 20-ft. lengths for the 1½-ton Speed Wagon chassis are said to be priced particularly low.

The Reo semi-trailer, furnished to the company by Martin, has a pressed steel channel type frame of tapered design for uniform strength. Frame section for the 16-ft. unit is 7¼ by 3 by 7/32-in., with six channel type cross-members, all gusseted to both upper and lower side rail flanges. Body mounting outriggers are riveted and gusseted to the frame also.

Axles are of chrome nickel steel with a two by three inch section beam and a 2 11/16-in. diameter spindle. Helper springs are standard equipment, all springs being of silico manganese steel. Brakes are also provided on the semi-trailer these being extensions of the tractor truck's hydraulic brakes, for coordinated operation. Drums on the semi-trailer are 16 in. in diameter and 3½ in. wide, and of cast steel structure.

The fifth-wheel unit is a Martin 24-in. rocking fifth-wheel with automatic locking device. It is equipped with shock springs, and is interchangeable with a majority of all semi-trailers now in use.

The 16, 18 and 20-ft. semi-trailers for the two and three-ton tractors have a 10-in. channel depth frame, while a 12-in. section is used for the trailers to go with the four-ton truck.

SANDER STOPS SKIDDING

THE latest contribution to safety in truck operation has just been announced by the Otto Sander Co., Inc., 301 North Scribner Avenue, Grand Rapids, Mich. It is a spraying device, operated by lever from the driver's seat, which spreads grit in front of the driving wheels of the truck, thus providing firm traction and preventing skidding on wet or icy pavement. The sander has been given a thorough test for months by numerous fleet operators before being placed on the market.

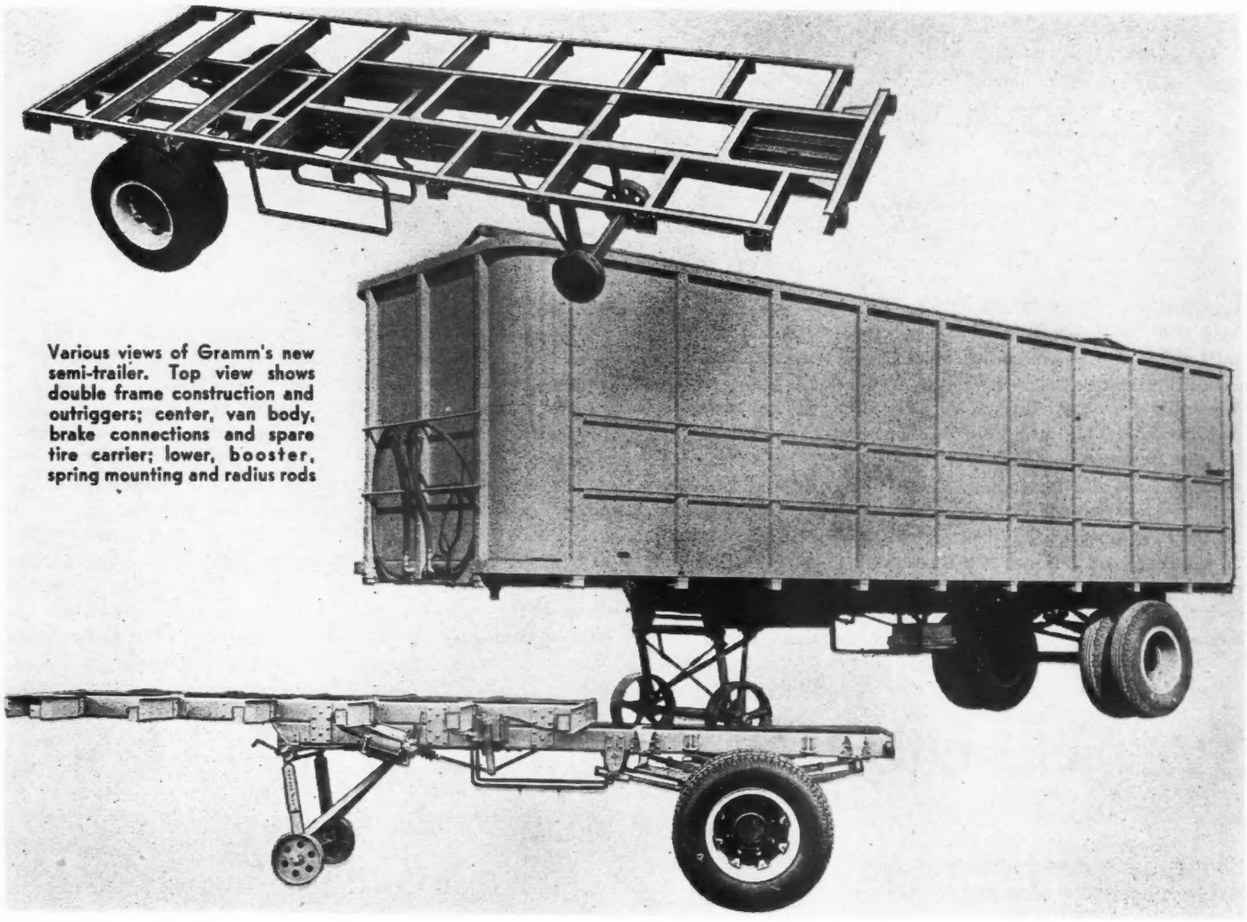
The device consists of two grit boxes, one for each driving wheel, and special mixing valves so designed that the sand is sprayed to the correct point on the road by means of exhaust gases.

The grit boxes, 13 by 13 by 14 in., and made of 18-gage iron, are attached to the truck frame in front of the forward wheels. They have a capacity of 125 lb. of grit. Control valve castings are made of aluminum alloy and the springs of heat-resisting steel. Exhaust gas is introduced through a three-way by-pass, also made of aluminum, fitted with equalizer spring and butterfly. The sander is furnished complete with cables, tubing, brackets and 100 lb. of grit. Simplicity of installation and operation are claimed by the maker.

The boxes of the Otto Sander, controlled from the cab, are located forward of the truck's driving wheels

One advantage claimed for the sander is that it is ready for immediate operation in case of sudden rain. Because of the fine layer of dust on pavements the first 15 minutes of rain in spring or summer is more dangerous than snow or ice. Before this dust is ultimately washed down the rain first converts it into a slippery film, which renders operation of a heavily laden truck hazardous and despite precaution may induce skidding and collision. Drivers of trucks, equipped with the sander, need not stop and go to any trouble in case of rain; traction is at their command instantly by the pull of a lever.

GRAMM ADDS FOUR SEMI-TRAILERS TO TRUCK LINE



Various views of Gramm's new semi-trailer. Top view shows double frame construction and outriggers; center, van body, brake connections and spare tire carrier; lower, booster, spring mounting and radius rods

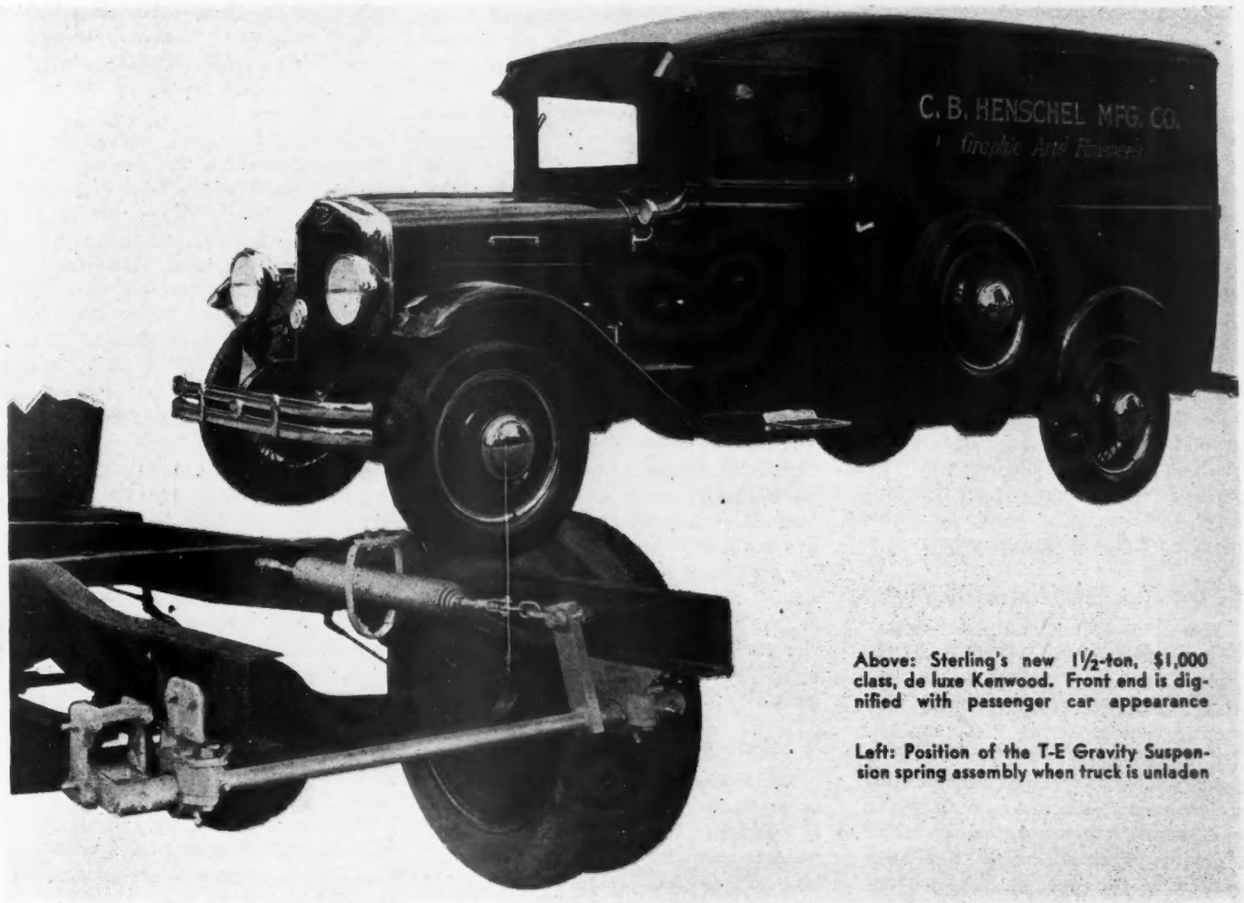
GRAMM MOTORS, Inc., Delphos, Ohio, has established a trailer division within its organization to market its recently introduced line of semi-trailers. The new division will function independently of the truck division and will supply any truck or car dealer with Gramm trailers. Discounts will be uniform, no special dispensation being extended to Gramm truck dealers.

The present line consists of four models, namely: Model DF-500, gross weight 8000 lb. to carry 3 to 4¾ ton; Model DF-1000, gross weight 12,000 lb. to carry 5 to 7¼ ton; DF-1500, gross weight 18,000 lb. to carry 7½ to 12 ton, and Model DF-2000, 24,000 lb. gross weight to carry 10 to 18 ton. In designing the new line, Gramm engineers strove to attain minimum weight with adequate strength. A double-frame type of construction, which doubles strength at the center of the trailer and at the same time cuts down frame weight, was a direct result of this effort. A great deal of weight was also eliminated by careful selection of materials in the steel platform and by use of pressed steel instead of heavy structural iron shapes at reinforcing points. These models also are available with duralumin frames, which are from 1000 to 1500 lb. lighter than steel.

The pressed steel channels range from 6⅛ x 2½ x ¼ in. for model DF-1000 to 7⅛ x 2½ x ¼ in. for Model DF-2000. The double-channel construction, of course, doubles the height. The channels are joined by plates hot riveted in place. Frame width is 34 in. for all models. Outriggers are riveted to the front section. Springs are chrome vanadium and equipped with auxiliaries. The axle is of Timken design. Radius rods are available at extra cost. Cast spoke wheels are used, equipped with dual rims. Lockheed hydraulic brakes amplified by B-K boosters are furnished at extra cost. Warner electric or Bendix brakes operated through boosters also may be obtained. The dolly support is of seamless steel tubing construction, hinged at front and hand operated.

The upper fifth wheel is a Martin semi-automatic type attachable to a Fruehauf, Highway or G. M. C. lower fifth wheel. A Martin lower fifth wheel is supplied at extra cost. It locks automatically when coupled but requires pull on lever to uncouple. The Kingham fifth-wheel is also furnished if desired.

STERLING OFFERS 1½-TONNER AND T-E AN AUXILIARY SPRING



Above: Sterling's new 1½-ton, $1,000 class, de luxe Kenwood. Front end is dignified with passenger car appearance

Left: Position of the T-E Gravity Suspension spring assembly when truck is unladen

ALTHOUGH specializing in the production of heavy duty trucks for many years, the Sterling Motor Truck Co. this year supplemented its line with several light duty models, which were described in the May issue, page 34. Now comes the announcement of another light duty model, the Kenwood, a fast de luxe unit of 1 to 1½-ton capacity. It is available in two wheelbases, 142 in. standard and 162 in.

Appearance is stressed in the new model. The new style V-type radiator with wind deflectors, introduced by Sterling early this year, is used in the Kenwood. This together with long hood and hinged louvers give the front-end a distinctive passenger car appearance. Long sweeping crown fenders and five wire wheels carry out the theme. Such features as cowl lights, chrome plated bumpers and full running boards are standard equipment.

The chassis is of regular Sterling construction. Power is supplied by a 3⅜ x 4-in. six-cylinder engine developing 60 hp. at 3000 r.p.m. The engine is mounted in unit with a 10-in. single plate clutch and a 4-speed transmission. The rear axle is a Timken full-floating, bevel gear type. Timken front axles are also used. The frame channels are 6-in. pressed steel with heavy cross-members. Lockheed hydraulic brakes and 6.50/20 balloon tires are standard equipment.

• T-E Auxiliary Spring •

THE Truck Equipment Co., Inc., Buffalo, N. Y., has developed a supplementary spring suspension system, which when applied to the front and rear springs of any make of truck is said to improve riding quality by absorbing shocks and jars.

Known as the T-E Gravity Suspension the unit consists of two double shackles attached to the rear ends of the truck springs, a shaft connecting the lower shackles on either side of the body, two brackets bolted to the side rails to support the shaft and an arm secured to the shaft and connected to a coil spring in turn secured under the body.

When the truck wheels drop into a depression the shackles almost fold together and the coil spring rests in the loop relaxed ready to absorb the shock when the truck wheels jump out of the depression. When the truck is unladen the shackles are at right angles, which keeps the coil spring under slight tension as illustrated.

"THERE AIN'T NO SERVICE SANTA!"

CONTINUED FROM PAGE 32

the tune of some over 200 per year, although some are of minor importance.

The fleet owner who can operate his own shop and do the majority of his own repair work has closer control, saves more time, has a more closely knit organization, than the operator usually has who farms out his work. Suppose for a moment that a fleet is farming out its work. On a certain day it has a White, a Graham, a Moreland, a Ford and a Chevrolet undergoing repairs, each in its own dealer service shop. It would be most unusual to find those five dealers' repair shops located side by side; they are usually at widely separated locations. A supervisor starts out to inspect the work in progress, and before he's through he's covered a lot of ground and spent some time. Were his boss performing his own work, the supervisor would not step off the property; the five units would be within speaking distance of each other.

● Develops Expert Mechanics ●

This example fleet trains its mechanics in all branches of its work, i.e., the ignition, tire and battery expert can sling a rear end together in no time on any vehicle in the fleet, and the bird whose special song-and-dance is engine overhaul turns down generator armatures or installs a new ring gear and pinion with equal facility. The mechanics are well paid, they have been with the organization a considerable time; they know the equipment, and they do not soldier on the job. Their supervision is of the best, and when they get through with a job that job is RIGHT, at less expense than the work performed in the outside service shop. We must not forget that the outside shop has to make bread and butter over and above the shop operating cost, labor, etc., while our fleet-owned shop has only operating cost to consider.

There are, however, certain fleets whose set-ups are decidedly advantageous to the farming out of work. Take, for instance, a large fleet scattered over a wide territory, requiring the maintenance of four or five repair shops at key points. For this operator to maintain his own repair shops, he would be required to duplicate shop tools and machinery, repair parts and miscelleaneous items and shop overhead, as well as duplicate investments in repair shop buildings. This operator would no doubt find it advantageous to employ outside shops, especially in case his central repair shop was so located as to require him to carry large stock of parts at that point.

Given the same local conditions, certain contractors, whose fleets are not too large and who have succeeded in standardizing on two or three makes of trucks, would find it more profitable to farm out their work than would, say, the public utility fleets, which, in most cases, are composed of at least a dozen makes of vehicles, and some of which even include a few of almost every make on the market. Under some conditions, the widely variegated fleet runs into heavy expense and much inconvenience in farming out repair work, while on the other hand, under other conditions, the same fleet requires a heavy parts investment if the owner decides to operate his own repair shop.

So, in spite of Mr. X's alarming statements, we have a large, widely variegated fleet surrounded by such conditions as to make it more economical for the owner to perform his own repair work than to farm it out. His parts investment is small, his control over all work is absolute, costly delays are reduced to a minimum, he keeps his equipment in A-1 shape, and he has a sense of satisfaction in knowing that he can cope with any and all situations as they arise, without depending upon persons foreign to his own organization.

● Control Eliminates Waste ●

Mr. X cited such objectionable features of own service as the proneness of foreman and mechanics to devise gadgets which can be purchased cheaper; the anticipation of repairs before required; stealing too much of the fleet super's time from watching road economies, etc. These features can all be eliminated by proper organization control, by carefulness in selection of personnel. The fleet super who puts a first class foreman on the job, one who has considerable executive ability as well as mechanical knowledge, will save a sack of money in repair bills, will have a well-operated, smooth-running organization, and his fleet will always be in tip-top shape.

Another factor that bears directly on the advisability or inadvisability of operating own shop is the question of mechanical labor expense. In analyzing figures on a group of 16 one and a half ton trucks of a popular make, I discovered that for every dollar's worth of repair material used during 1930, the labor cost was $2.22. Now, the labor cost for the same group of trucks in another locality might be considerably lower or considerably higher. Rates of pay for first class mechanics vary in different sections of the country. Some fleet shops pay a straight hourly rate, starting at 80 cents per hour, while others pay on a monthly rate with a sliding schedule of increases for each year worked. Others, again, classify their men into three groups: (1) repairmen, low rate; (2) mechanics, medium rate, and (3) first class mechanics, high rate. This all has a direct bearing on the labor cost, and often may be one of the deciding factors in determining on a policy of own service or outside repair shop service.

Recently I studied the replies to a questionnaire on the subject of repairs, which was sent to a certain class of fleet operators. The questions were stated to bring out facts of major and minor repair systems, percentage and type of work done in own shops, reasons therefor, etc. These fleets consisted of from 200 to 1500 vehicles.

Out of nine replies, eight stated that they operated their own shops, performing an average of about 90 per cent of their own work. Only the specialty stuff was sent out, or minor repairs to vehicles operating in outlying districts. And the reasons might well all have been dictated by the same man—better class of work, lower cost, more prompt work, better understanding of their own needs, a centralization of effort which cannot be obtained through sending work out. There is convincing proof that the subject is receiving genuine attention and study by fleet owners, and that a majority of them are finding it profitable to perform their own work.

So, before conclusively turning the fleet thumb down on own service, we must pause long enough to analyze the specific and particular conditions of each fleet, its make-up, size, general nature of its work, whether light parcel delivery, fruit and produce work, public utility, freight and merchandise carrier, passenger-bus, general haulage contractor, etc., its location with regard to outside service shops, the availability of parts, the class of mechanics and foremen available for employment, whether fleet is widely scattered or closely concentrated, the comparative costliness of delays in repairing field failures, etc.

● Know Own Needs ●

When an exhaustive analysis of the individual fleet has been made along these lines, the resultant factors will determine for the fleet owner whether he can profitably make his own repairs, or should employ the outside service shop. But until he makes this analysis, the fleet operator cannot afford to adopt a broad, general policy in the matter, one way or the other.

COMMERCIAL CAR JOURNAL

NEWS

AUTOMOTIVE FLASHES

More for Less

Quoting figures that 27 per cent of total automobile tax revenue was derived from trucks, although these only comprise 13 per cent of total registration, R. S. Armstrong, secretary of Motor Vehicle Conference Committee, observed that trucks do not enjoy unfair competition advantages over railroads.

Baker or Candlestick Maker?

A country-wide vocational safety race, in which 400,000 commercial vehicle drivers will be entered, is scheduled to start Jan. 1. The contest to be conducted under the auspices of the National Safety Council and will continue for six months, during which time it is estimated total mileage will be about two billion. The best fleet no-accident driving record in each vocational classification will be rewarded at the next Safety Congress.

Who Said Depression?

White Motor Car Co. just got New York City on the dotted line for 774 heavy-duty trucks. Clinking to the tune of $2,600,000, this order puts 3000 men on full-time employment. It is the largest single order received since the war.

"Logging" Oil

A logarithmic chart of oil viscosity for quickly determining S.A.E. ratings has been perfected by and is available from the Visco-Meter Corp., 315 Grote St., Buffalo.

An Orchestra of Drums

A new line of 120 different pressed steel replacement brake drums for passenger cars and light trucks is announced by the Russell Mfg. Co., Middletown, Conn.

To Gay Paree

The Sixth World Motor Transport Congress, sponsored by the International Automobile Manufacturers Association, will be held in Paris, June, 1932.

Holland Looks In

Adrian Beers of The Hague, in the course of a visit at the Diamond T Motor Car Co., whose product his firm distributes in Holland, said that Holland has taken a progressive attitude by maintaining low duties in encouraging the importation of American-built motor vehicles and that the truck demand is increasing for heavy-duty units.

Stepping Up!

Motor trucks are hauling approximately 15 per cent of the total shipments of fresh fruits and vegetables transported 20 miles or more to market, according to the Bureau of Agriculture Economics, U. S. Department of Agriculture.

No on Six Counts

The National Industrial Traffic League at its annual meeting in Chicago, Nov. 18, reaffirmed its opposition to Federal truck regulation on six major points.

LaFrance-Republic 2½ Ton

LaFrance-Republic Corp. has added a new six-cylinder unit in the 2½-ton class to this line. It is designated as Model E-1, rated at 13,000 lb. gross and offered in four wheelbases, including standard of 162 in. and a maximum of 190 in.

PERSONNEL CHANGES

✪H. D. Carson has been appointed manager of the New York region of the recently organized Chrysler-Fargo Division. Frank T. Jackson has been appointed to head the Atlanta region.

✪Donald C. McCallum, former national fleet sales representative for Chrysler Corp. in Chicago, has been appointed manager Detroit division of Chrysler Motors, Fargo division, with headquarters in Detroit.

✪P. W. Gaebelein, in addition to his present responsibilities as manager of Dodge Brothers truck plant at Stockton, Calif., has been appointed manager of the Pacific regional office of Chrysler Motors, Fargo division.

✪S. A. Macy has succeeded W. A. Pierce as secretary and treasurer of the Dayton Steel Foundry Co.

✪E. F. Hobbins has been appointed New York City district manager of the White Co. Since joining the company in 1924 Mr. Hobbins' sales career has been one of promotions.

✪Frank Holman, formerly with Autocar, has joined the White Co. in an engineering capacity.

✪Geo. W. Schleicher, for 12 years general manager for Wood on Pacific Coast, has become president of new corporation bearing his name, Schleicher & Co. The company will represent automotive equipment manufacturers.

✪E. F. King, 25 years a truck executive, has been appointed general manager of the Available Truck Co. Mr. King left Available in 1919 to organize the King-Zeitler Co.

✪John L. Wilkinson of Charlotte was elected president of the North Carolina Motor Truck Owners' Association, succeeding H. D. Horton.

✪S. W. Rolph was elected vice-president and general manager of the Willard Storage Battery Co.

PROSPERITY NOTES

$ Diamond-T reports 104 new dealers since April and an increase in sales for the last five months of 1931 compared with the same period in 1930. Sales for first 10 months of this year were within 4 per cent of the total set last year for the same period.

$ Adding another shift to take care of increased orders FWD officials state that never before in the history of the company have more undelivered orders been on the production schedule. A recent order of 100 trucks from New York State assures enough work to keep the company's full force employed for several months.

$ Raybestos-Manhattan, Inc., reports net profit for the nine months ended Sept. 30 of $666,135. The regular quarterly dividend of 40 cents has been declared.

$ Total retail deliveries of new Reo trucks and buses during September in 45 states represented a gain of 58 per cent over September a year ago.

$ The Young Radiator Co. of Racine, Wis., reports much increased activity during the last three months in its various divisions and that during September and October the company has been working day and night shifts.

$ Hercules Motor Corp. reports net profit for the nine months ended Sept. 30 of $273,183. Regular dividend of 20 cents was declared.

$ Kelsey-Hayes Wheel Corp. reports that the company because of its increasing accounts is looking ahead with a considerable degree of assurance for improved business.

WHO IS RESPONSIBLE FOR HOT DOOR KNOBS

CONTINUED FROM PAGE 27

buyer and the seller as to *all of the facts* of the case, and implies a technical ability on the part of both buyer and seller to properly interpret the facts in terms of the unit most suitable.

The use of the questionnaire method is most certainly not a new idea, but an insistence by the buyer and the seller of its use wherever desirable would unquestionably result in substantial transportation economies.

Your sub-committee has prepared a suggested questionnaire, with the recommendation that it be adopted by the Society of Automotive Engineers and that its use by transportation executives and manufacturers be urged.

Items in the questionnaire are as follows:

Distributor's name and address; prospect's name and address; prospect's business; material hauled; payload to be hauled; number of loads per day (average); maximum road speed; rear axle ratio desired; type of final drive; required daily mileage per truck; number trips per day; length of working day; number days per week; number weeks per year. Terrain: level; maximum grades; average grades; length of longest grade; road surface; per cent of haul in city; per cent of haul in country. Tractor: Payload to be hauled; semi-trailer—size, weight and capacity; four-wheel trailer—size, weight and capacity; number of electric lights required on train; total candle power. Body: Type; capacity; weight; dimensions. Hoist (if used): Make: model; weight. Special equipment.

● Trends in Design ●

One of the most important relationships which can exist between the transportation executive and the manufacturer has to do with motor vehicle design trends. The importance of this subject is self-evident. Suffice it to say that the manufacturer who can more accurately forecast design trends so that he may be in a more favorable position to know just what to build is fortunate indeed.

I firmly believe that considerable of the guesswork which must be undertaken under present conditions can be eliminated. By all means buyers and sellers should be closer together in matters of transportation and design research. For one thing, it is incumbent upon the manufacturer to insist upon his engineers spending more *personal* time with motor vehicle buyers, both large and small. Inadequacy of such contacts in the past cannot be properly explained away. It is true that the engineer calling upon a great number of buyers in many different vocations will receive many conflicting and contradictory statements. He will, nevertheless, observe trends and will receive many a splendid suggestion from the operating man. Too often does the manufacturer's designing engineer cloister himself in his own office and depend upon his examination of competitors' specifications and his conversations with his own personnel instead of personally exposing himself to the man who ultimately pays his salary —the customer.

The recommendations which have already been made by certain trade associations (such as the American Petroleum Institute in regard to B-A dimensions) are of great importance to the manufacturer. If, in addition to the engineer's personal contact with the customer (and this of course refers specifically to the transportation executive to whom this paper is dedicated), the transportation man, who is oftentimes a member of a trade association, would use his influence toward the more specific statement by some of these associations of their design problems, a great benefit would obviously result.

In addition to the above I suggest the desirability of a super-committee composed of delegates from each major trade association for the purpose of discussing problems which are important to the owner and manufacturer alike. Through the clearing house of ideas which would naturally result, there would emerge a clearer composite picture for the benefit of the manufacturer for his guidance in design and manufacturing problems. Guesswork would be largely eliminated. Customers' requirements would be more scientifically met.

Incidentally, I believe that the procedures recommended above would eventually more thoroughly impress the manufacturer with the necessity of instituting basic systems of design which would permit far more flexibility (in respect to supplying customers' needs) and at the same time a minimizing of his internal problems of inventory and manufacture.

The manufacturer for years has been selling what he terms a "line." This line is composed of "models." After all is said and done, the use of the word "models" implies a certain fixity or restriction of design—a "take-it-or-leave-it" idea. If the broad conception of what constitutes a "line" of motor vehicles were enlarged to the extent of eliminating models as such and substituting therefor a system of standard units which, through the basic design idea, can be assembled into any combination within reason to suit the customers' requirements, the result will be two-fold. The buyer will benefit by designs which more nearly meet the exacting requirements of his particular operation; the manufacturer will benefit through increased economies of tooling-up expense, of inventories and of manufacturing process.

Transportation executives, by more definitely crystallizing statements of their operating requirements, can present such united front to the manufacturers as to permit the latter to produce designs which will be simpler, more flexible and possessed of inherent economies which will benefit the entire industry.

● Discussion ●

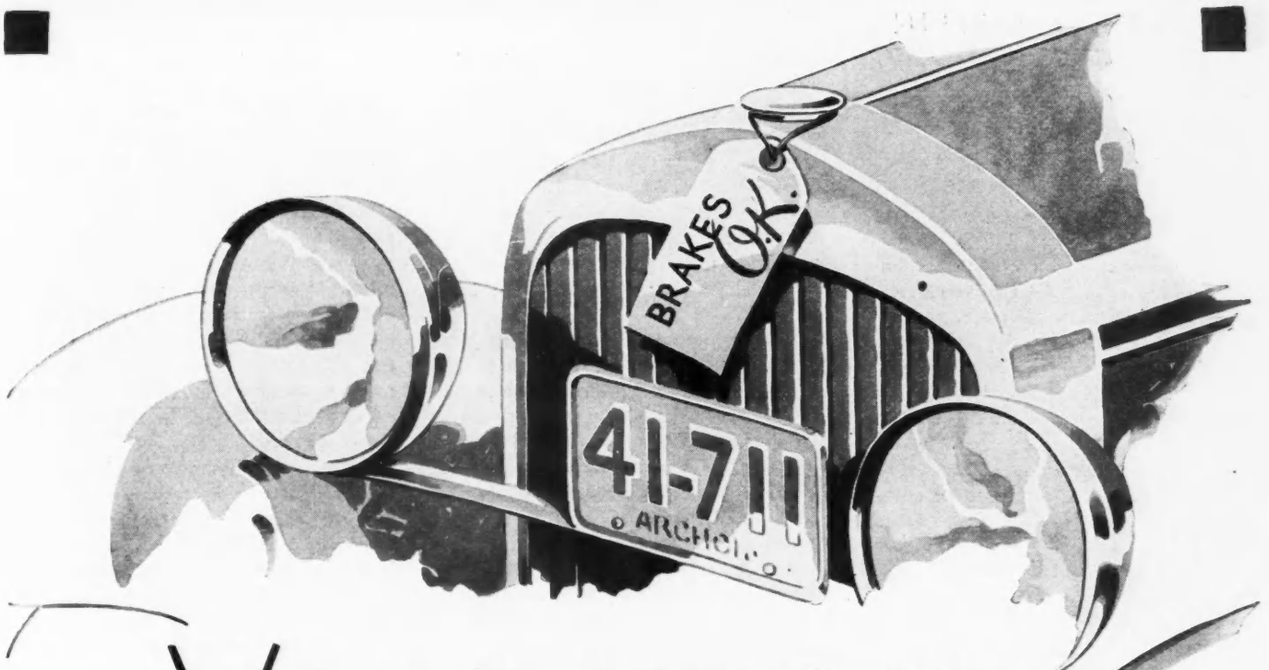
A. J. Scaife, consulting engineer, the White Co. and president-elect of the Society of Automotive Engineers, admitted that the truck manufacturer has not taken advantage of opportunities, and possibly might have saved himself a lot of unnecessary manufacturing expense by analyzing the needs of parties that use the products he makes.

"The manufacturer's duty is to find out what the customer wants to do," he said, "and then meet that problem. We have made vehicles to suit our own ideas and not to suit the job the vehicle has to do."

F. C. Horner, of General Motors Corp., seconded the observation that there was too much staying in the office on the part of factory engineers. "The truck, it seems, is something the buyer must use because we designed it. If something goes wrong the fault is with the buyer because he doesn't know how to use it. Lots of manufacturers would be better off if their designing engineers spent more time in the field than in the office. No question that they can learn a lot from scientifically operated fleets."

The super-committee of trade association representatives to deal with transportation problems won recognition without dispute. Mr. Horner merely urged that an effort be made to get men on the committee who would discuss frankly the problems dealt with.

Approval also was given the questionnaire recommendation. D. C. Fenner, of the Mack Co., said the questionnaire, if properly handled, offered solution of many difficulties. He said he had drawn up his first questionnaire in 1905 and was using it still.



VALUE RECEIVED

Automotive buying, these days, is particular, exacting; insistent on moderate price, but just as insistent on big value, large results.

In such competitive conditions, those manufacturers who use Lockheed Hydraulic Brakes come definitely into their own.

They know from long experience that Lockheeds will, in a great many instances, MAKE SALES.

That is quite natural; for Lockheed users are Lockheed enthusiasts—and most of them, by their own admission, are spoiled for anything else in brake performance.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

KICK THAT SLEEPING SHOP DOLLAR

CONTINUED FROM PAGE 21

If you're a normal truck fleet or trade service station operator, you probably see three salesmen a day. How would you like to interview 1000 factory salesmen a month? The wholesale salesman IS anywhere from 20 to 3000 or more salesmen, representing that many items of merchandise, when he makes his weekly call.

If the services of the wholesale organization were to terminate tomorrow, prices would soar, credit would cease to exist, thousands of factories would fail, and thousands more service stations would close their doors with the removal of that great network of wholesalers which now stretches across the United States and provides almost instantaneous delivery service whether the service station requires a 25-cent package of hacksaw blades or an assortment of maintenance machinery costing $2,500.

In these days of shrunken profit opportunities the service station operator faces many dangers in buying. Unsold factory inventories must be unloaded upon him to turn merchandise into cash to meet factory payrolls and dividends. Distress merchandise from a hundred sources is loaded upon the unsuspecting repairmen by people who know little and care less about his ability to profitably handle the merchandise.

Attractive prices and discounts are the bait with which unsalable and distress merchandise is shifted from a factory liability to a service station liability.

The normal amount of this type of selling which exists in periods of good business usually is absorbed by the service stations because of the larger profits and lower operating costs in relation to volume which normally exists in good times.

But in times of depression, even in times like these, when at least some uncertainty exists as to the full recovery of business, the service station manager needs most of all, in the selection of his buying sources, those organizations which depend upon his profitable existence.

He needs the services of the friendly, sympathetic, alert and competent salesman who represents the wholesaler or branch in or near his own town; who is familiar with local conditions and local preferences of consumers; who represents a house that must make its success out of the service it renders to the service stations of its section; whose own bread and butter depends on the success of the men on whom he calls.

In these times particularly the buyer NEEDS the friendly and intelligent cooperation and assistance which will enable him to take advantage of opportunities to buy in reasonable quantities, control his inventory within profitable limits, display and sell profitably those items of merchandise for which there exists, in his trucks, a particular acceptance or demand.

The service station manager, just now, NEEDS the services that his local wholesalers can render him in the development of new profit-producing maintenance activities and in the selection of maintenance equipment and tools that make them possible.

He NEEDS now the month-to-month credit that will be extended to him by local wholesalers when he deserves it, thus enabling him to operate on a smaller capital investment and to maintain relatively smaller inventories when this credit service is combined with 24-hour delivery service to meet his inventory needs.

He NEEDS the merchandising counsel, and often the financial and management advice, of vitally interested and friendly wholesalers whose own success in the future is dependent upon the success of their customers.

He NEEDS the many advantages that are his when his buying is largely concentrated with one, or, at most, a very few local wholesale establishments; whose salesmen do not call for the purpose of unloading distress merchandise—who render a constant merchandise service—who realize that reasonable service to their present customers is their only means of assuring continued success in the future.

● Reciprocity ●

There are good, bad and indifferent wholesalers just as there are those kinds of retailers and manufacturers. It is axiomatic that the man to whom we give the most profitable business is likely to be most interested in our future success. *Therefore, it is usually sounder for service station managers to concentrate their major purchases in the establishments of one, or, at most, a small few wholesalers who have demonstrated their ability to adequately and satisfactorily serve them.*

Another important element in buying is the attitude of the buyer toward the salesman. The alert buyer is quick to put a salesman on the defensive to make him prove the merits of his merchandise and his service. BUT, courtesy on the part of the buyer cannot be over-valued. Every time a local wholesaler, or branch salesman enters a service station, he represents a possible profit OPPORTUNITY. For the service station manager's own best interests, the salesman is entitled to a fair hearing at the proper time.

Salesmen of reputable local wholesale houses are worth cultivating for the ideas that they can sometimes impart. When a buyer has trouble in getting particular merchandise that he needs, he is frequently rewarded for his square and courteous treatment of salesmen by receiving preferential consideration in delivery and other services.

Price and discount are always important factors in buying, but they deserve the closest scrutiny.

Discount enters as a profit factor in buying AFTER most, if not all, of the other factors are considered. Although it is sometimes mentioned early by some salesmen and stressed most, price should be considered last. Over-buying of merchandise for no other reason than the lure of long discount is sometimes called "discountitis."

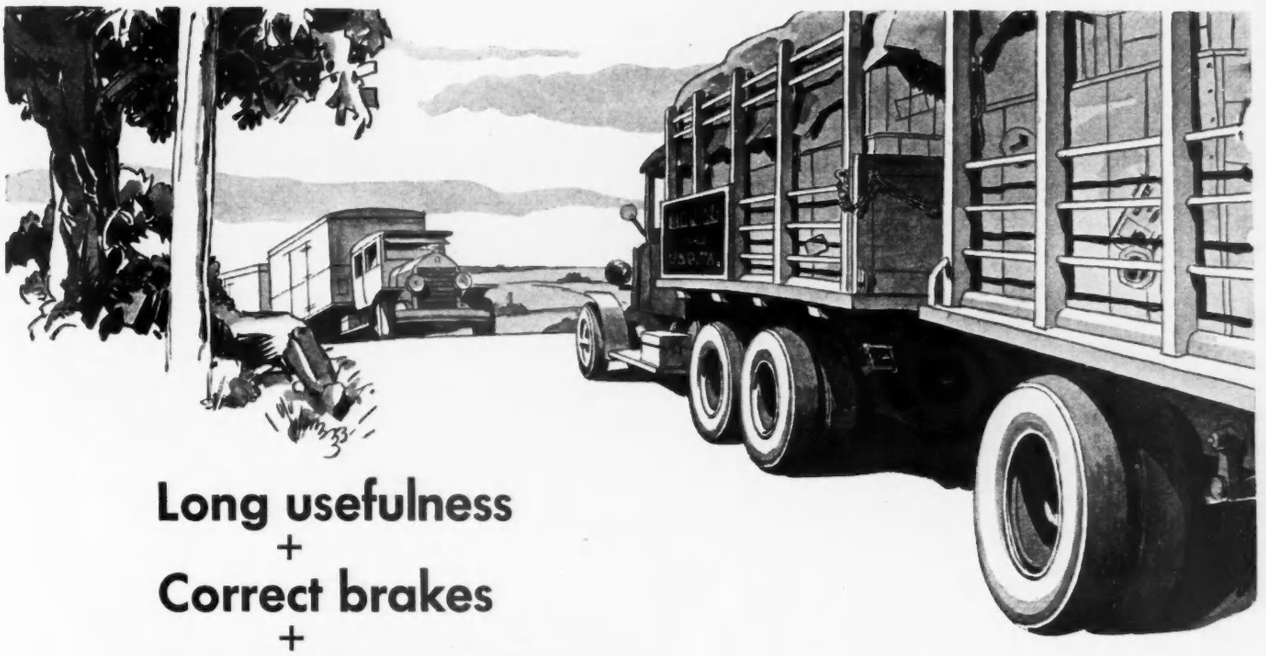
Discountitis kills more profits every year than any other business disease except incompetence.

It is usually wise to ask the "one-stop" salesman who offers abnormal discounts and who paints a florid picture of abnormal profits—"Where's the joker?" It sometimes lurks in lower quality of the merchandise, or absence of the services necessary to the profitable sale or use of it.

Your local wholesalers, in order to exist, must subject every piece of merchandise offered to them to a microscopic examination of its profit-producing potentialities before they put it on their shelves. They know that upon THEIR buying, in a large measure, depends the profits of their businesses. They are creatures of the law of supply and demand. When they disregard that basic law, they fail. Their success as well as yours is wrapped up in the profitable handling of the merchandise that they sell you. They are best fitted, usually, by location, ability, inclination and facilities to help service shops of their locality to take full advantage of that first step in profitable selling—BUYING.

Next time a wholesale representative of a firm you have done business with for some time steps into your place of business, give him a reasonable opportunity to render you the services in buying that will help you to operate more profitably.

Maybe he carries in his battered old portfolio YOUR OPPORTUNITY for SUCCESS in 1932.



Long usefulness
+
Correct brakes
+
Lower maintenance
=

TIMKEN TRAILER AXLES

Timken has taken a big step in the right direction — a new complete line of axles. Up-to-the-minute in design, for all types of trailers.

They're just what you'd expect from Timken; alloy steel, properly heat-treated; with spindles, and bearing seats ground to close limits. Can't help but be rugged, efficient, long-lived.

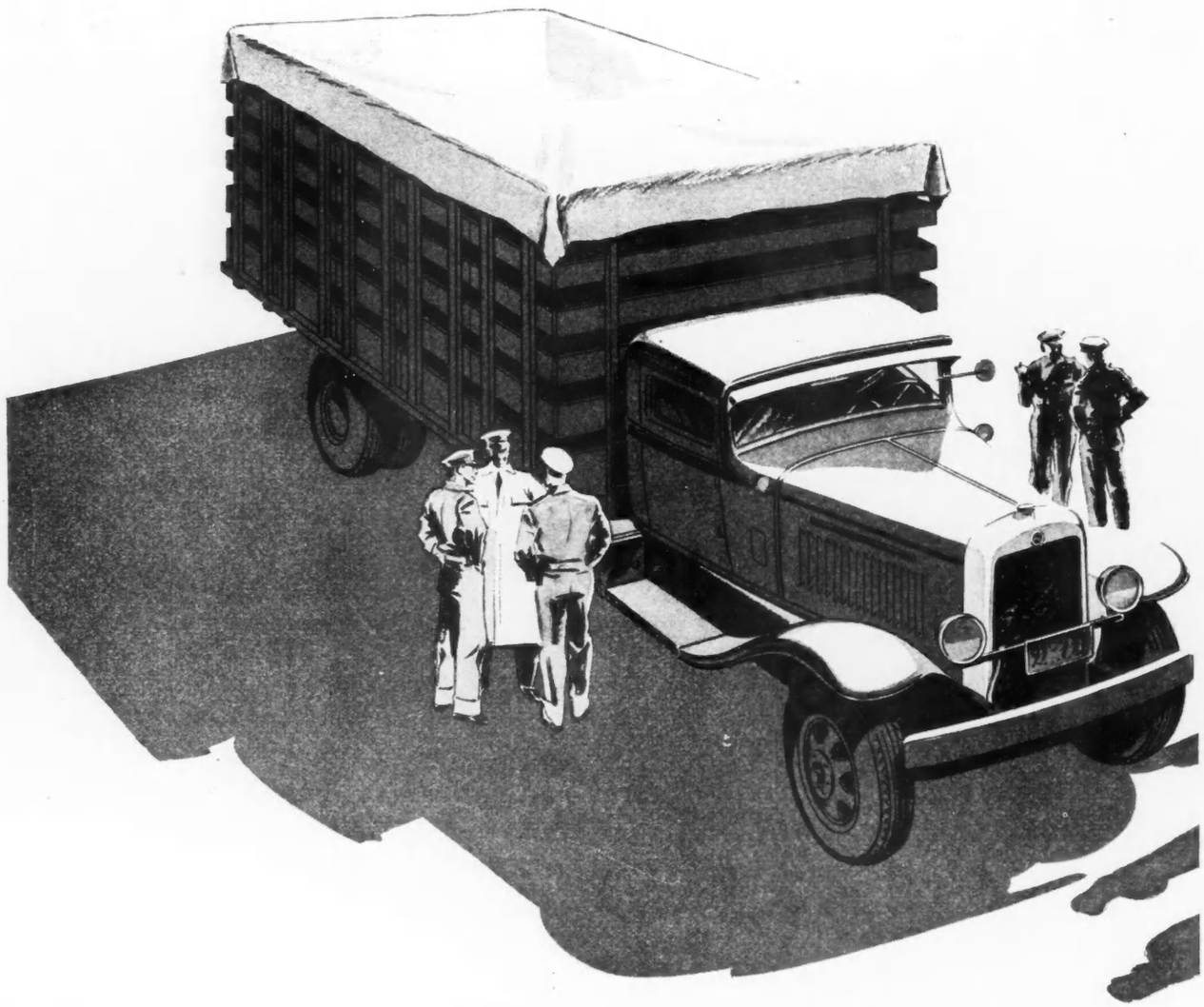
These axles are designed for all types of brakes. Effective oil seals in hubs, and oil-slingers prevent excess hub lubricant from getting to brakes.

And of particular appeal to operators owning Timken-equipped trucks—all brake parts, hub and bearings on Timken Trailer Axles are identical and interchangeable with the same parts of Timken Driving Axles — worm or bevel of the same capacities. Saves time, money and labor; cuts necessary investment in service parts.

You'll be interested in a graphic picture of the new line of Timken Trailer Axles. Write us

THE TIMKEN-DETROIT AXLE COMPANY, *Detroit, Michigan*

TIMKEN AXLES



THESE MEN RODE TRUCKS IN 48 STATES AND FOUND NEW WAYS TO SAVE YOU MONEY

General Motors Truck transportation experts went into every section of the country and studied the trucking problems of the eighteen principal truck-using industries. They analyzed methods of distribution by truck, studied truck operating schedules, compared the efficiency of various types of trucks. They uncovered many sources of enormous waste in trucking practice, and they learned how the most successful truck operators in the country have eliminated waste. Now, they are prepared to bring you a complete digest of their findings, to apply the experience of hundreds of American

truck operators toward the most economical solution of your individual problems. Their counsel, through the General Motors Truck representative in your locality, is freely at your disposal. If you prefer, we will send you any one of the eighteen specific vocational survey reports or a new booklet (summarizing the results of our entire twenty-month survey activity) entitled "Cutting Distribution Costs with Motor Trucks." A coupon is attached for your convenience.

General Motors Truck Company,
Pontiac, Michigan.

Without placing me under any obligation whatever, send me a copy of your report, "Cutting Distribution Costs with Motor Trucks," also a copy of your survey, if any is available, covering my business.

Name_____

Firm_____

Business_____

Address_____

City and State_____

Time payments financed at lowest available rates through our own Y. M. A. C.

GENERAL MOTORS TRUCK COMPANY, PONTIAC, MICHIGAN (A Subsidiary of Yellow Truck and Coach Mfg. Co.)

GENERAL MOTORS TRUCKS AND TRAILERS

THE RIGHT TRUCK FOR EVERY RUN—1½ TO 20 TON

MEET ALL CONDITIONS WITH MODERN DUMP-TRUCK EQUIPMENT

DURABILITY
POWER
PROFIT

All dump truck operations combined in one unit. Rugged, Powerful, Dependable, Economical to operate. Endorsed by Highway Officials, Contractors and Fleet Owners.

The "Commercial" Three-Way body stands ahead in dump body design. Its unique features provide special facilities for road and general earth moving work.

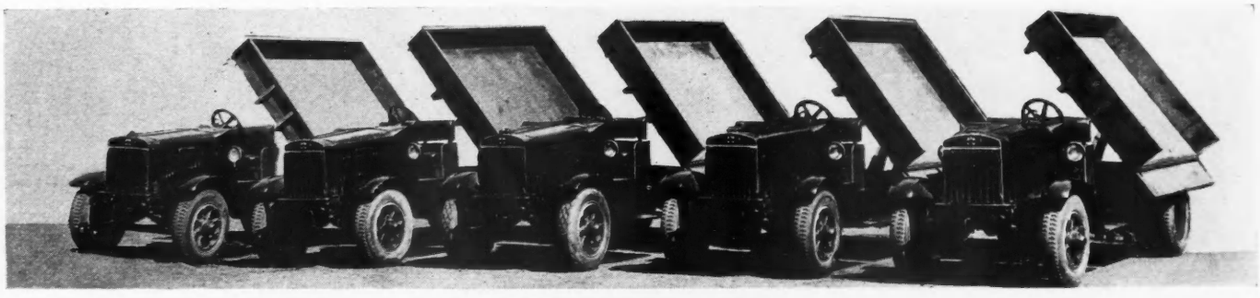
It chutes the load over down-opening gates to the RIGHT, LEFT, REAR, while in motion, if desired. The driver does not leave his seat. All levers easily accessible in the driver's cab.

No lost time backing, or maneuvering to deliver the load. Load is not restricted and it is never necessary to dismount the gate to discharge a bulky or tangled load.

The Tail Gate, Double Acting, can be quickly hinged at the top, bringing the spreader into immediate use.

All gates may be laid flat for handling bulky loads or for hand loading.

Road Builders, Contractors and Dump Fleet Operators can cut operating costs and make a real profit with "Commercial" 3-Way bodies. One truck will perform half a dozen various operations in less time and with more economy. The "Commercial" 3-Way body makes the difference. Write us today for latest catalog.



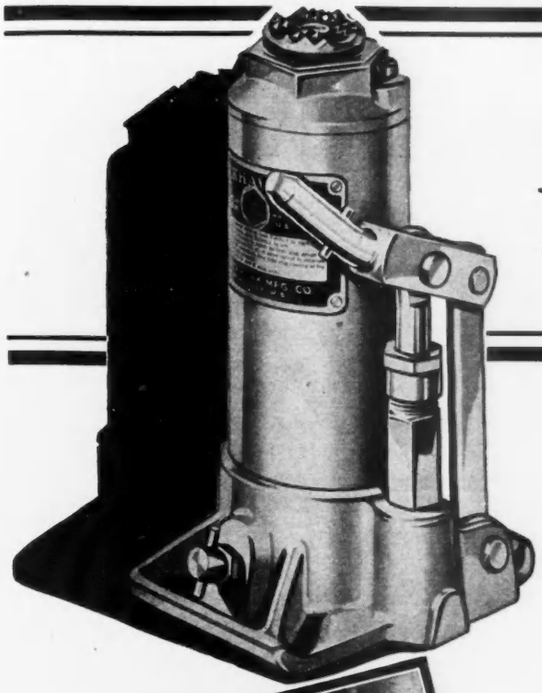
Fleets of trucks are equipped with "Commercial" Three-Ways

The Commercial Shearing & Stamping Company

Contract Stampings, Liner Plates, Tank Heads, Pallets and Racks

YOUNGSTOWN, OHIO

Pioneers and Leaders in Three Way Dumping Equipment



Lifts So Easily Lowers So Quickly

Every truck and every shop needs a Blackhawk Hydraulic Jack. For both garage and road use, its superior speed, power, and convenience make a big hit—and one sale leads to another.

In the shop, the power and precision control of this jack fit it for bending, pressing, straightening, and many other service and repair jobs.

On the road, it saves many minutes every time a tire goes flat—and you never have to unload a truck to jack it up with a Blackhawk.

Jack shown above cuts is BA 8.5 — a 2½ ton model with right power, lowness, and lift for most 2-3 ton trucks. Other truck jacks —3, 4½, 7, 12-ton.

Ample Reserve Power

Reserve power for overloads is built into every Blackhawk Hydraulic Jack. Each is tested far beyond its rating.

Easy, one-hand lifting; smooth, automatic lowering, and absolute safety are Blackhawk features that every driver and mechanic appreciates.

Mail the Coupon for literature showing our full line of Hydraulic Jacks for truck and shop use—we make 26 models, from 1 to 75-tons capacity. Ask your Jobber Salesman.

BLACKHAWK MFG. CO.

Dept. CO Milwaukee

BLACKHAWK

BLACKHAWK MANUFACTURING CO.
Dept. CO, Milwaukee.

Interested in Hydraulic Jacks, capacity ..... tons. Send literature.

Name .....

Shop Address .....

Our Preferred Jobber .....

• • • HAS BRAKE KEPT PACE *with*

Has Brake Protection kept pace with today's speeds?
Has Brake Protection kept pace with today's Traffic Problems?
Has Brake Protection kept pace with today's increase of women drivers?

These are questions that face every truck manufacturer—every state safety council—every thinking motorist.

The insistent demand for speed—and yet more speed on the highways for trucks—has been successfully met. Engineers have been eminently victorious in re-designing trucks and power plants to make possible higher and higher speeds.

—But has our zeal in the attainment of that goal made us unmindful of the responsibilities—of the new problems born of that speed?

We know the truck manufacturer is acutely conscious of the situation today. He realizes that the power to go has outstripped the power to stop—except at a braking cost that is way out of line of other operating and maintenance factors.

Facing the New Trend in Safety Legislation

The manufacturer is facing these facts, recognized by the leading safety councils of the various states, and stated so tersely by one of them:

> **"During the past few years, development of Motor Vehicles has been chiefly concerned with the attainment of greater driving speed. The trend of motor vehicle legislation and its enforcement has been to permit greater driving speeds on our highways. This trend, coupled with increasing congestion of traffic and the more prevalent use of 'free wheeling' devices, is in the direction of greater highway**

STEWART-WARNER

PROTECTION *todays speeds?*

hazards, unless CORRESPONDING EFFORT is expended to improve the braking power available to the driver."

The truck manufacturer faces, too, the fact that all fleet operators are concerned about the high maintenance costs of Braking Systems not fitted to cope economically with the high trucking speeds that now prevail.

The Problem and Its Solution

The first step in the solution of the problem is a clear definition of the main objectives that must be attained. These are:

1. **Power to stop quickly, which means a power of deceleration at least six times the power used to accelerate to a given speed.**
2. **Braking Power under the absolute control of the driver, which means an amplification of power in direct proportion to pedal pressure.**

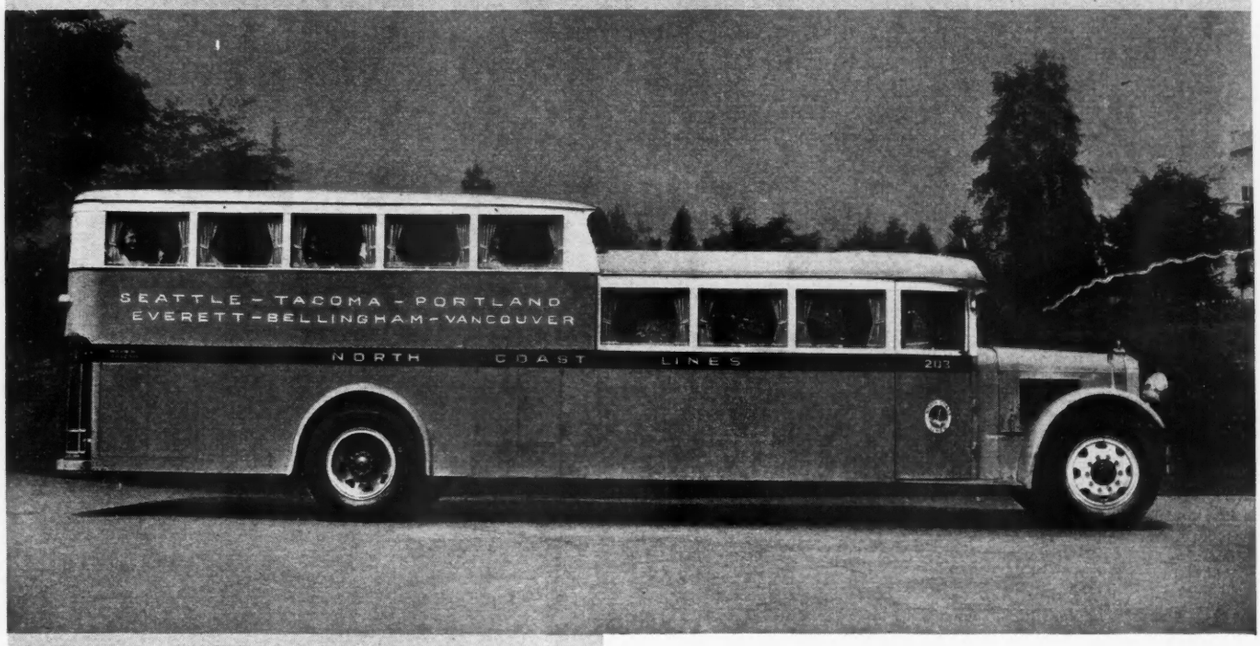
Brakes built on conventional principles fulfilled old driving conditions acceptably. But new conditions demand a new solution. The whole industry must disregard precedent. Let us face the facts frankly.

Brake Protection is a problem that deeply concerns all of us. For the good of the industry, therefore, let us consider it sincerely, earnestly, with open mind. We hope this discussion which we have opened in current trade magazines and which will be continued in succeeding issues, will prove beneficial to all.

STEWART-WARNER CORPORATION
Chicago, U. S. A.

BRAKE SYSTEMS

A Willard-equipped coach of the North Coast Lines, Seattle, Wash., built by the American Car and Foundry Company



MAXIMUM MILEAGE AT MINIMUM *cost per mile*

Fleet operators are enthusiastic about the *economical* performance of Willard bus and truck batteries.

Designed for rugged work, built with extreme care, tested and inspected exhaustively throughout their construction, these batteries have everywhere established enviable records in the heavy-duty transportation field.

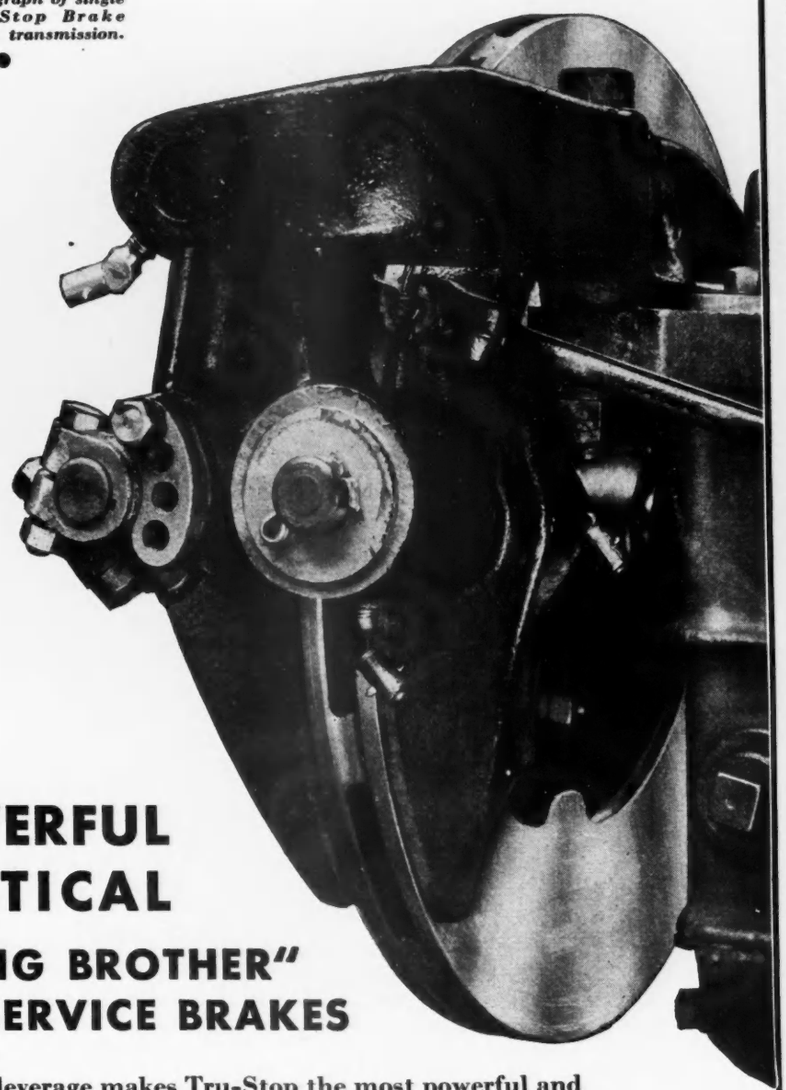
Sturdy and dependable, they stay on the job, day in and out, even in the hardest kind of service—at a minimum of maintenance expense and time out.

Bus and truck operators know that long, dependable mileage—with a *minimum* of interruption in service—results in a *minimum cost per mile.*

Willard STORAGE BATTERIES

CLEVELAND · OHIO
LOS ANGELES · CALIF. · TORONTO · ONT.

Actual photograph of single shoe Tru-Stop Brake mounted on transmission.



POWERFUL PRACTICAL

. . A "BIG BROTHER" TO SERVICE BRAKES

300 to 1 leverage makes Tru-Stop the most powerful and most efficient of all brakes.

Husky construction, simple adjustment and quick shoe replacement (accomplished in a few minutes by any mechanic or driver) makes Tru-Stop the most practical of all brakes.

Tru-Stop Brakes are made with single and double shoes, for light and heavy trucks or buses. They can be mounted on all standard makes of transmissions—or on frame cross-member.

AMERICAN CABLE COMPANY, *Inc.*
Automotive Division
Bridgeport, Connecticut
3-111 General Motors Building, Detroit, Michigan
An Associate Company of the American Chain Company, *Inc.*

ACCO
A·C·C
TRADE MARK

TRU-STOP EMERGENCY BRAKE

TRU-STOP BRAKES ARE OFFERED AS STANDARD *or* OPTIONAL EQUIPMENT BY:

Abbot Downing Truck and Body Co.
Acme Motor Truck Co.
Acorn Motor Truck Co.
Ahrens Fox Fire Engine Co.
American Car Co.
American Car & Foundry Motors Co.
American LaFrance Fire Engine Co.
Arthur Rehberger & Sons, Inc.
Atterbury Motor Co.
Autocar Co.
Available Truck Co.
Biederman Motors Co.
The J. G. Brill Co.
Brockway Motor Truck Corp.
Buda Company
C. H. Will Motors Corp.
Cincinnati Car Co.
Clinton Motors Corp.
Clydesdale Co.
Coleman Motors Co.
Dart Truck Co.
DeMartini Motor Truck Co.
Diamond T Motor Car Co.
Doane Motor Truck Co.
Dodge Brothers
Douglas Truck Mfg. Co.
Duplex Truck
Eagle Motor Truck Co.
Fageol Motor Co.
Four Wheel Drive Auto Co.
General Mfg. Co.
General Motors Truck Corp.
Graham Brothers
Gramm-Bernstein Truck Corp.
Gramm Motors Co.
Grass-Premier Truck Co.
Greenville Mfg. Works.
Guilder Engineering Co.
Hahn Motor Truck Corp.
Hale Fire Pump Co.
Hal-Fur Motor Truck Co.
Hall-Scott Motor Car Co.
Hannah Motor Truck Co.
Hendrickson Motor Truck Co.
Hawkeye Truck Co.
Hayes Anderson Motor Truck Co.
Hayes Mfg. Co., Ltd.
The Hug Co.
Independent Motor Truck Co.
International Harvester Co.
Indiana Truck Corp.
K. Engelsted
Kenworth Motor Truck Corp.
Kleiber Motor Co.
LaFrance Republic
Lange Motor Truck Co.
Larrabee-Deyo Motor Truck Co.
Leudinghaus-Espenschied Wagon Co.
LeBlond Schacht Truck Co.
Luverne Motor Truck Co.
Maccar Truck Co.
MacDonald Motors, Inc.
Mack Truck Company
Marmon Herrington
Maxim Motor Co.
Moreland Motor Truck Co.
The Naive Spillers Corp.
National Motors Mfg. Co.
Nelson LeMoon Truck Co.
New England Truck Co.
Noble Motor Truck Corp.
Oneida Truck Co.
Osgood Bradley
Oshkosh Motor Truck Mfg. Co.
Patriot Mfg. Co.
Peter Pirsch and Sons Co.
Pierce-Arrow Motor Car Co.
Relay Motors
Reiland & Bree Truck Mfg. Co.
Reo Motor Car Co.
Robert M. Cutting Co.
Robert Gotfredson Truck Co.
Sanford Motor Truck Co.
Selden Motor Truck Co.
St. Louis Car Co.
Standard Motor Truck Co.
Sterling Motor Truck Co.
Stoughton Co.
Studebaker Corp.
Timken Detroit Axle Co.
Titan Truck Service Co.
Trabold Company
Truck and Parts, Ltd.
Truck Equipment Co.
Ward LaFrance
Ward Motor Vehicle Co.
W. E. Wright Co.
White Motor Co.
Wichita Falls Motor Co.
Witt-Will Co., Inc.
World Motors Co.

Stoughton CUSHIONED trailers

Backed by

A *Protected* SALES POLICY

The Stoughton Cushioned Trailer is NOT "just another trailer"—NOT "just a trick sales innovation"—BUT is a fundamentally sound, intelligently engineered trailer unit that is just as *practical* as it is *unique*—just as important as the truck itself as a piece of highway transportation equipment.

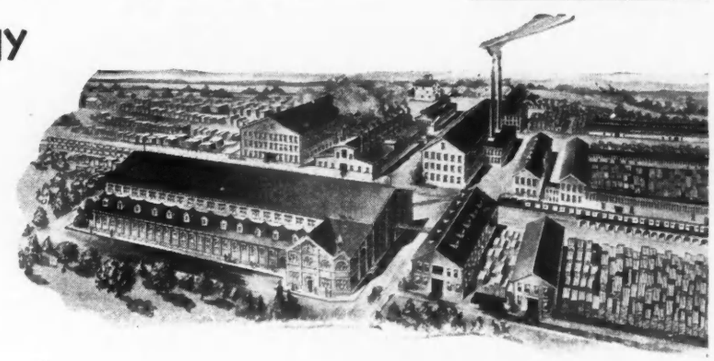
The new Stoughton Cushioned fifth wheel is to the trailer what "floating power" is to the automobile. It brings to truck and trailer performance advantages so great as to seem almost incredible. The mechanical design is simplicity itself, the construction practically indestructible, the application an automotive triumph.

The Stoughton Sales Plan is not "just another selling scheme"—not just another "come-on" to line up dealers and distributors—BUT an absolutely sincere *protected* sales policy whereby the distributor's and dealer's investment in money, time, effort and sales promotion will bring him a maximum sales return—free from the danger of "price competition" or direct interference from the "factory."

Stoughton offers a line of thoroughly modernized trailers and a four-square sales policy sponsored by a progressive yet conservative organization that has specialized in the manufacture of highway transportation equipment since 1866.

If Stoughton Cushioned Trailers interest you as a distributor or dealer —and if you favor a protected sales policy—you will want to know more about our product and our selling plan. Write, phone or wire.

THE STOUGHTON COMPANY
STOUGHTON, WISCONSIN



FIRESTONE continuous base rims for trucks and buses embody features of safety and economy. ▲ The visible locking ring which retains the tire—locks securely to the rim base, yet it is easy to remove for quick tire changing. The standardized 28° mounting bevel developed by Firestone permits interchangeability of sizes and assures alignment. ▲ The continuous base structure of the rim itself assures great strength and makes it adaptable to all types of wheels, wood, cast, disc or spoke steel.

Firestone continuous base RIMS

Copyright, 1931, The Firestone Steel Products Co.

LYCOMING WILL ANNOUNCE

another Eight Cylinder Engine for commercial car use, at the National Automobile Shows, as part of a complete exhibit of Lycoming truck and passenger car engines.

NEW YORK SHOW—JANUARY 9th-16th SPACE D-146-147

CHICAGO SHOW—JANUARY 30th-FEBRUARY 6th SPACE 39-40

Nothing *Finer* Can Be Said of Any Motor Vehicle Than, It is-

POWERED BY LYCOMING

LYCOMING MOTORS

LYCOMING MANUFACTURING CO
WILLIAMSPORT, PENNSYLVANIA

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 76)

ONLY seven truck models were listed in specifications this month, and but two tractor trucks. They are:

Chicago: 1-15-E 2-ton; 1-25-E 2½-ton; 1-30-E 3-ton; 1-35-E 4-ton.

Corbitt: 10B6T tractor truck.

Federal: C7 5-6 ton: C8 5-6 ton.

Gramm: G-8-12 tractor truck.

International: A-3 1½-ton.

LeMoon: HB38 4-ton.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Gross Vehicle Wt. See Key Note	General: Chassis Wt. Stripped	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Rear Axle Gear Ratios: Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F. TT175A		155	75000	11000	BL714703	U	12	Op	7.48	101	T-175A
A.C.F. TT175B		155	60000	10250	BL714703	U	12	Op	7.46	101	T-175B
A.C.F. TT160		155	60000	9700	BL1714703	U	12	Op	7.46	135	T-160
Autocar DT	3500	140	20000	5300	Own T	U	4	No	6.27	33.5	D-2 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS 3½
Autocar SCHST	4800	145	40000	8260	Own T	U	4	A	10.4	66.6	SCHS 3½
Autocar FT	6800	154	60000	11000	R-L 70	A	7	No	11.66	109	F 5½
Brockway 90		137	15750	3850	B-L	U	4	No	5.83	37.3	90 1½
Brockway 140		138	24500	5900	B-L	U	4	No	6.6	35.3	140 2½
Brockway 170		138	29750	6800	B-L	U	4	No	16.4	46.6	170 3
Brockway 195		138	34125	7900	B-L	U	4	No	6.8	49.5	195 4
Brockway 220		138	38500	8260	B-L	U	4	No	6.96	50.7	220 5
Brockway 190		139	33250	7625	B-L	A	7	No	7.75	78.6	190 3
Brockway 250		146	43750	10000	B-L	U	4	No	8.75	63.7	250 5½
Brockway 290		146	52500	10750	B-L	A	7	No	10.1	95.0	290 5½
Chicago 1-76-D 20T		159		8740	B-L 60 Max	A	7	No	7.6	77.2	
Condor CB		118		3875	Cov A-4 J	U	4	No			
Condor CC		122		4820	Cov W4J	U	4	No			
Condor CD		122		5020	Cov W4J	U	4	No			
Condor CF		118		5200	Cov Rus	U	4	No			
Condor CGW		153		8950	Cov Rus	U	4	No	6.3	41.0	
Corbitt 9B6T		139	18000	4200	BL-214	U	4	No	6.8	43.6	
Corbitt 10B6T		136	16000	3950	BL-214	U	4	No	6.38	40.9	
Corbitt 12B6T		152	20000	4955	BL-51	U	5	No	7.40	48.8	
Corbitt 15B6T		157	25000	5980	B L-51-5	U	5	No	7.80	46.5	
Corbitt 18D6T		159	30000	7600	BL-615	U	5	No	7.33	48.0	
Corbitt 24D6T		165	40000	9200	BL-70	A	7	No	8.15	76.6	
Diamond T 216	695	135	18000	3300	War	U	4	No	Opt	Opt	216 1½
Diamond T 316	1155	137	20000	4400	War	U	4	No	Opt	Opt	316 2
Diamond T 303	1645	137	24000	4800	Cov	U	4	No	Opt	Opt	303 2½
Diamond T 551	2310	131	27000	5600	Cov	U	4	No	Opt	Opt	551 3
Diamond T 504	2710	135	28000	6200	Cov	U	4	No	Opt	Opt	504 3
Diamond T 603	3360	147	32000	7300	Cov	A	5	No	Opt	Opt	603 4
Diamond T 750	4730	147	42000	8300	Cov	A	5	No	Opt	Opt	750 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	6.37	43.7	F-40 2
Dodge Bros F60	2645	146	18979	5543	Own	U	4	No	8.26	56.6	F-60 3
(1) Dodge Bros. UF30, F30, F35											
Federal A6TW	2360	140	25000	5050	Own	A	4	No	8.75	52.9	A6TW 2½
Federal T10W	2915	143	32000	6495	Own	A	4	No	8.75	57.1	T10W 3
Federal U6	3860	143	43000	7155	B-L 60	A	7	No	8.5	80.8	U6 3½
Federal 4C6A	4735	144	50000	8120	B-L 60	A	7	No	9.00	85.5	4C6A 5
Federal 4C6AB	4960	144	50000	8505	B-L 60	A	7	No	9.00	85.5	4C6AB 5
Federal X8	5085	155	65000	9660	B-L 60	A	7	No	11.7	110	X8 5½
Federal X8R	5810	155	65000	10385	B-L 60	A	7	No	11.7	110	X8R 5½
(1) Federal D2, E2, F7 A6, A6T, T3W, T8WF, T10B											
(X) Gen. Mot. T-18	620	131		2920	Own	U	4	No	5.43	35.7	
(X) Gen. Mot. T-19	925	141		3440	Own	U	4	No	6.6	43.4	
(X) Gen. Mot. T-25	1405	141		3765	Own	U	4	No	6.8	34.5	
(X) Gen. Mot. T-26	1510	141		3940	Own	U	4	No	6.60	33.5	
(X) Gen. Mot. T-30	1700	141		4705	Own	U	4	No	6.43	32.7	
(X) Gen. Mot. T-31	1845	141		4695	Own	U	4	No	6.43	40.5	
(X) Gen. Mot. T-42	1845	141		4725	Own	U	4	No	7.14	36.2	
(X) Gen. Mot. T-44	2065	141		5095	Own	U	4	No	9.45	48.0	
(X) Gen. Mot. T-45	2095	141		5235	Own	U	4	No	9.45	59.5	
(X) Gen. Mot. T-51	2625	155		6250	Own	U	4	No	7.14	44.1	
(X) Gen. Mot. T-55	2750	155		6390	Own	U	4	No	9.45	58.4	
(X) Gen. Mot. T-60	3250	154		7150	Own	U	4	No	10.7	65.9	
(X) Gen. Mot. T-61	3525	154		7045	Own	U	4	No	10.7	65.9	
(X) Gen. Mot. T-82	3970	155		7735	Own	U	12	A	12	3.171	
(X) Gen. Mot. T-83	4100	155		7815	Own	U	12	A	12	3.171	
(X) Gen. Mot. T-85	5775	171		10885	Ful	U	4	No	10.5	66.1	
(X) Gen. Mot. T-90	5455	185		9775	Mun	U	12	A	10.3	144	
(X) Gen. Mot. T-95	7860	189		13785	Ful	U	4	No	9.25	58.0	
(X) Gen. Mot. T-96	7325	189		13140	Ful	U	4	No	9.11	57.1	
Gramm AX4 2-3		131		3100	War T9	U	4	No	5.8	36.3	AX4 1
Gramm AX6 2-3		131		3300	War T9	U	4	No	5.8	36.3	AX6 1
Gramm BX4 3-4		131		3275	War T9	U	4	No	6.2	39.6	BX4 1½
Gramm BX6 3-4		131		3475	War T9	U	4	No	6.2	39.6	BX6 1½
Gramm CX4 4-6		131		3700	War T9	U	4	No	5.8	36.3	CX4 2
Gramm CX6 4-6		131		3900	War T9	U	4	No	5.8	36.3	CX6 2
Gramm B 3-5		118		4025	Cov A4J	U	4	Op	5.8	38.4	B 1½
Gramm C 4-6		122		4700	Cov W4J	U	4	Op	5.8	37.1	C 2
Gramm D 5-8		122		5100	Cov W4J	U	4	Op	6.1	39.0	D 2½
Gramm E 6-9		122		5800	Cov Rus	U	4	Op	5.57	37.8	E 3
Gramm G 8-12		160		7950	B-L	U	4	Op	6.8	49.5	G 4
Gramm GW 10-15		157		8925	B-L	U	4	Op	6.3	45.3	GW 5
Hug 98		Op			B-L 714, 703	U	12	A3	10.26	139	98-6 6W
Indiana 89		137	15750	3850	B-L	U	4	No	5.12	20.9	89 1½
Indiana 140		138	24500	5900	B-L	U	4	No	6.16	35.3	140 2½
Indiana 170		138	29750	6800	B-L	U	4	No	6.41	46.6	170 3
Indiana 195		138	34125	7900	B-L	U	4	No	6.8	49.5	195 4
Indiana 220		138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Indiana 190		139	33250	7625	B-L	A	4	No	7.75	78.6	190 3
Indiana 250		146	43750	10000	B-L	U	4	No	8.15	63.7	250 5½
Indiana 290		146	52500	10750	B-L	A	7	No	10.0	95.0	290 5½
International A-L 3	1450	138		4032	W-G T7	U	4	No	6.50	42.9	AL-3 1½
International A-2	615	136		2935	W-G T9	U	4	No	6.16	39.5	A-2 1½
International B-2	665	136		2959	M. M. 'O'	U	3	No	6.16	47.3	B-2 1½
International A-4	175	145		5221	Own A5	U	5	No	6.5	47.8	2
International A-5	2350	140		5836	Own A-5	U	5	No	7.16	52.6	3
International A-6	2675	156		6120	Own	U	5	No	8.50	76.8	A-6 3
International W-1	3850	130		8100	Own	U	5	No	6.85	60.5	W-1 2½
International W-3	4850	144		10100	Own	U	5	No	7.85	70.5	W-3 5
LaFrance Rep. M-2T		147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2 4
LaFrance Rep. 35-2T		147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2 5½
Mack BL	2500	138			Own BL	U	4	No	Opt	Opt	BL 1
Mack BG	3000	138			Own BG	U	4	No	Opt	Opt	BG 1½
Mack AB	4000	123			Own AB	U	4	No	Opt	Opt	AB 2
Mack AB	4150	123			Own BG	U	4	No	Opt	Opt	AB 3
Mack BC	5250	142			Own BG	U	4	No	Opt	Opt	BC 4
Mack BC	5500	142			Own BC	U	4	No	Opt	Opt	BC 5
Mack BJ	6450	169			Own BJ	A	4	No	Opt	Opt	BJ 5
Mack AK	5150	134			Own AC	J	4	No	Opt	Opt	AK 5
Mack AK	5250	134			Own AC	A	4	No	Opt	Opt	AK 5
(1) Mack AK6, AC4, AC6, AP, AK6-6 wheel, AC4-6 wheel, AP-6 wheel											
Netco TC	3400	135			B-L 55-4	U	4	No	7.75	54.2	C 2½
Netco TE	4300	140			B-L 515	U	5	No	8.00	56.0	E 3½
Relay 40	3240	138		5300	B-L 35	U	4	...	6.45	34.5	40 2
Relay 60	4480	142		7350	Ful VU	U	5	...	7.88	58.5	
Reo 4H	2890	150	35000	6150	Own	U	4	Opt	6.43	42.4	
Reo FH	1895	142	20000	4165	Own 4650	U	4	Op	5.7	37.6	FH 2
Reo GD	2085	144	25000	4650	Own	U	4	...	6.14	77.8	GD 3
Schacht TRH		146		6600	Ful VUOG	U	5	No	7.8	55.1	
Schacht TRHA		148		6650	Ful VUOG	U	5	No	7.8	55.1	
Schacht TRD		148		6850	Ful VUOG	U	5	No	7.8	56.8	
Schacht TRDA		148		6900	Ful VUOG	U	5	No	7.8	56.8	
(1) Sterling FB30-35-45-55-65-80. FD80-97-115-140-170-978. FW 97-115-140-170-978. FC100-107-120-135-140-145-170. FCS170-180-210											
Stewart 30	695	110		2977	Cla	U	4	No	5.6	35.8	30
Stewart 30X	795	110		3018	Cla	U	4	No	5.6	35.8	30X 11
Stewart 40	895	110		3350	War	U	4	No	5.6	35.8	40 1½
Stewart 40X	995	110		3393	War	U	4	No	5.6	35.8	40X 1½
Stewart 34X	1195	135		3710	War	U	4	No	5.6	22.0	34X 1½
Stewart 28X	1495	130		4058	Ful	U	4	No	6.37	47.0	28X 2
Stewart 29XS	1695	135		4960		U	4	No	6.37	44.0	29XS 2
Stewart 32X	1990	148		5230	Ful	U	4	No	7.25	47.6	32X 2½
Stewart 18X	2690	148		5901	Ful	U	4	No	7.25	47.5	18X 2½
Stewart 35X	2590	149		5880	Ful	U	4	Op	7.1	46.1	35X 3
Stewart 19X	3690	147		7110	Ful	U	12	A	7.25	127	19X 3½
Stewart 31X	4990	150		8440	B L	A	12	A	8.2	15 1	31X 5
Stewart 27XS	6190	165		10300	B-L	U	12	A	9.9	93.8	27XS 5½
Studebaker S-50	920	148		3650	WGASI T9	U	4	...	6.8	43.5	S-50 2
Walter FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	
Walter FBRD	8700	118	31000	10000	Own	U	5	No	8.50	85.1	
Ward La Fra. 75D-15T		Op		10000	B-L 70 Max	A	7	...	Opt	Opt	
White 52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.5	
White 51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A 2½
White 210 211		133	17000	6438	Own 8B	U	4	No	5.67	23.4	210, 211 2½
White 212		133	20000		Own 8B	U	4	No	5.67	23.4	212 2½
White 55 3½, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55 3½, 5
White 56 2	3125	165	20000	5276	Own GRBB	U	4	No	6.33	26.2	56 2
White 58 3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58 3
White 61 1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61 1½
White 611 2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611 2
White 612 2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612 2½
White 620 2½	4350	145	25000	7300	Own 4B	U			6.38	41.8	620 2½
White 621 3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621 3
White 630 3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630 3
White 631 3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631 3½
White 640 3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640 3
White 641 3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641 3½
White 642 4	6750	157	45000	10600	Own 7B	U	4	No	10.1	66.5	642 4
White 643 5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643 5

(1) Models available as tractor trucks.

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6-3 1/8x3 3/4	194.0	26.3	50–2600	H	G	C	2 1/8	2 1/8	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	375	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	4-3 5/8x4 3/4	196	21.0	48–2800	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	445	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6-3 1/4x4 1/4	211.5	25.3	66–3200	L	C	S	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet.....	595				1935	B 5.00/19	B 5.00/19	Own	6-3 1/2x4 1/2	189.8	23.4	.....	L	C	..	..	..	..	FP	No	Str	V	N-E	N-E	4
5	Ford.....A	340	103	...	.....	1680	B 4.75/19	B 4.50/20	Own A	4-3 7/8x4 1/4	200.5	24.0	40–2200	L	G	A	1 5/8	.7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11...	625	109	...	3800	1980	B 5.00/19	B 5.50/19	Own 200	6-3 1/8x3 3/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	6
7	(X)Gen. Mot.....T-15	....	121	141	6500	2425	B 5.50/20	B 5.50/20	Own 200	6-3 1/8x3 3/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	7
8	Paige.....	765	115	...	4435	2350	B 5.50/19	B 5.50/19	Own	6-3 1/8x4 1/2	207	23.4	66–3200	L	C	A	2 1/2	10 3/8	7	FP	No	Ste	M	D-R	D-R	8
9	Studebaker.....St	595	114	114	.....	2330	B 5.25/19	B 5.25/19	Own	6-3 5/8x4 1/2	221	21.3	70–3200	L	C	C	2 1/8	8 1/4	4	CE	No	Str	M	D-R	D-R	9
10	Willys Six.....C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6-3 1/4x3 3/8	193.0	25.3	65–3400	L	C	C	2 1/8	6 1/2	4	CC	No	Til	M	A-L	A-L	10
	1500 Pounds																									
11	Dodge Brothers.....	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4-3 5/8x4 3/4	196	21.0	48–2800	L	G	S	2 1/4	6 1/2	3	PC	No	Car	V	D-R	D-R	11
12	Dodge Brothers.....	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	6-3 3/8x3 3/4	208.0	27.3	63–3200	L	C	S	2 1/8	10 1/2	7	PC	No	Zen	V	N-E	N-E	12
13	Fargo Clipper.....	725				2340	B 5.50/18	B 5.50/18	Own	6-3 1/2x4 1/4	195.6	23.4	.....	L	..	..	..	..	..	FP	No	Str	V	D-R	D-R	13
14	Fisher-Std.....JR-BX	....	120	128	6800	2800	P 30x5	P 30x5	Con W10	4-3 7/8x4 1/4	200.5	24.0	48–2800	L	C	A	2 1/8	5 7/8	3	FP	No	Zen	M	A-L	A-L	14
15	(X) Gen. Mot. T15...	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Own 200	6-3 1/8x3 7/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	15
16	Relay.....15AA	1370	131	...	.....	3750	P 30x5	P 30x5	Con 17E	6-3 5/8x4	214.7	27.3	52–2200	L	C	C	2 1/8	9 1/4	7	PC	No	Str	V	A-L	A-L	16
	1 Ton																									
17	Atterbury.....A	....	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6-3x4 3/4	201.4	21.6	64–2800	L	G	C	2 3/4	.....	4	CC	.....	Zen	G	D-R	D-R	17
18	Brockway.....60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6-3 5/8x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/4	4	CC	No	Zen	M	A-L	A-L	18
19	Brockway.....65	....	137	141	6500	3400	P 30x5	P 30x5	Con	6-3 5/8x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	n	V	A-L	A-L	19
20	Commerce.....S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6-3 5/8x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	20
21	Condor.....CAV6	825	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3 3/8x4	214	27.4	61–3000	L	C	A	2 3/8	6 3/4	4	FP	No	Til	M	A-L	A-L	21
22	(T)Day Elder.....60	825	135	156	6000	3300	B 6.00/20	B 6.50/20	Con 25A	6-3 5/8x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Zen	M	D-R	D-R	22
23	Diamond T.....216	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3 3/8x4 1/4	228.0	27.3	56–2400	L	G	C	2 1/2	10 1/8	7	PC	No	Zen	M	A-L	A-L	23
24	Dodge Brothers.....	495	133	133	5840	2590	P 6.00/20	P 32x6	Own	4-3 5/8x4 3/4	196	21.0	48–2800	L	G	S	2 1/4	6 1/2	3	PC	Ha	Car	V	D-R	D-R	24
25	Dodge Brothers.....	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	6-3 3/8x3 7/8	208.0	27.3	63–3200	L	C	S	2 3/8	10 1/8	7	PC	Ha	Zen	V	N-E	N-E	25
26	Douglas.....A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6-3 3/8x4	214.7	27.3	61–3000	L	G	C	2 1/2	10 1/2	7	FP	No	Zen	M	A-L	A-L	26
27	Fargo Freighter.....	795			7350	2725	B 6.00/20	P 32x6	Own	6-3 1/2x4 1/2	189.8	23.4	.....	L	C	..	..	..	..	FP	No	Str	V	N-E	N-E	27
28	Fisher-Std. Sp. X-1-1½	....	128	136	7800	3150	P 30x5	DP30x5	Con W-20	4-4 1/2x4 1/2	227	26	52–2400	L	C	A	2 1/2	5 7/8	3	FP	No	Zen	M	A-L	A-L	28
29	Jarford.....S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6-3 5/8x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	29
30	(X)Gen.Mot.....T15	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Own 200	6-3 1/8x3 3/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	30
31	Gramm.....AX4, 1	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4-3 7/8x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 7/8	3	FP	No	Til	M	A-L	A-L	31
32	Gramm.....AX-6, 1	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3 3/8x4	214	27.4	74–3300	L	C	A	2 3/8	6 3/8	4	FP	No	Til	M	A-L	A-L	32
33	Hahn & Selden.....7	....	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6-2 7/8x4 3/4	185.0	19.8	45–2 200	L	G	C	2 1/8	..	4	FP	No	Zen	V	A-L	A-L	33
34	Indiana.....64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6-3 3/4x4 5/8	248.2	27.3	65–2700	L	G	C	2 3/8	10 1/8	7	CC	No	Str	V	A-L	A-L	34
35	LaFrance-Republic A-1	795	132	...	6000	3000	B 5.50 20	P 32x6	Lyc WTG	6-3x4 3/4	201.5	21.5	60–2500	L	G	C	2 3/8	7	4	PC	No	Zen	V	A-L	A-L	35
36	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3x4 3/4	201.5	21.5	60–2500	L	G	C	2 3/8	7	4	PC	No	Zen	V	A-L	A-L	36
37	Relay.....15AB	1400	131	...	.....	3800	P 30x5	P 30x5	Con 17E	6-3 5/8x4	214.7	27.3	52–2200	L	C	..	..	..	..	PC	No	Str	V	A-L	A-L	37
38	Relay.....S11	1700	142	162	.....	4050	P 30x5	P30x5	Bud HS6	6-3 5/8x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	..	4	PC	No	Zen	V	A-L	A-L	38
39	Rugby.....614	....	112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6-3 1/4x4	199.0	25.3	71–3300	L	C	S	2 3/8	6 1/4	4	PC	No	Str	M	A-L	A-L	39
40	Service.....S11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6-3 5/8x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	M	A-L	A-L	40
41	Sterling.....FB30	795	142	162	.....	3300	B6.50/20	B6.50/20	Con 25A	6-3 3/8x4	214.7	28.0	72–3300	L	C	A	2 3/8	6 3/8	4	CC	.....	Zen	M	D-R	D-R	41
42	Stewart.....30	695	130	160	...	2977	B 6.50/20	B 6.50/20	Lyc AFE	4-3 3/4x4 1/2	199.0	22.5	50–2600	L	G	C	2 1/8	7 1/8	3	PC	No	Str	V	D-R	D-R	42
43	Stewart.....30X	795	130	160	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6-3x4 3/4	201.5	21.0	60–2600	L	G	C	2 3/8	7	4	PC	No	Str	V	D-R	D-R	43
44	White.....15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4-3 3/4x5 1/8	226.4	22.5	31–1600	L	G	C	..	..	2	PG	No	Zen	V	L-N	L-N	44
45	White.....60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6-3 1/2x4 1/2	260.0	29.4	54–2100	L	C	S	2 3/8	10 1/8	7	FP	No	Zen	V	D-R	D-R	45
46	World.....DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6-3x4 3/4	201.5	21.6	63–2900	L	G	C	2 3/8	7	4	CC	No	Zen	V	A-L	A-L	46
	1¼ Ton																									
47	Brockway.....75	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3 3/8x4 1/4	248.2	27.3	65–2700	L	C	C	2 3/4	10 1/8	7	CC	No	Zen	V	A-L	A-L	47
48	Clinton.....20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	No	Zen	V	Spl	D-R	48
49	(X)GMT.....T-15	680	130	141	6500	2670	B 5.50/20	P 32x6	Own 200	6-3 1/8x3 7/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	49
50	Indiana.....11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	50
51	Indiana.....11	....	129	165	8000	3500	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	51
52	Indiana.....74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3 3/4x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Str	V	A-L	A-L	52
53	Kenworth.....70	1375	140	152	.....	3450	P 30x5	P 30x5	Con 18E	6-3 5/8x4	214.7	27.3	61–3000	L	C	A	2 1/8	9 1/8	7	CC	No	Zen	M	D-R	D-R	53
54	LaFra.-Republic...C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3 1/4x4 1/2	224.0	25.3	61–2750	L	G	C	2 3/8	8 1/4	4	PC	No	Zen	V	A-L	A-L	54
55	Moreland.....Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6-3 5/8x4	214.7	27.3	61–3000	L	C	S	2 1/8	9 5/8	7	PC	No	Zen	V	A-L	A-L	55
	1½ Ton																									
56	Acme.....3X	....	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6-3 3/4x4 5/8	248.3	27.3	66–3200	L	G	C	2 3/8	10	7	PC	No	Str	M	A-L	A-L	56
57	Atterbury.....K	....	145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6-3x4 3/4	201.4	21.6	64–2800	L	G	C	2 3/8	..	4	CC	....	Zen	G	D-R	D-R	57
58	Autocar.....A	3200	150	192	12000	5400	P 34x7	P 34x7	Own	6-4x4 3/4	358.0	38.4	82–2400	L	G	C	3	13 1/4	7	FP	Pe	Str	V	D-R	D-R	58
59	Brockway.....80	....	137	162	8000	3900	B6.00/20	DB6.00/20	Con	6-3 3/8x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	CC	No	Zen	M	A-L	A-L	59
60	Brockway.....90	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3 5/8x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Zen	M	A-L	A-L	60
61	(Y) Chevrolet..Utility	520	131	...	.....	2375	P 30x5	DP 30x5	Own	6-3 1/8x3 3/4	194.0	26.3	50–2600	H	G	C	2 1/8 r	5 1/8	3	PG	No	Car	P	D-R	D-R	61
62	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6-3 1/8x3 3/4	194.0	26.3	50–2600	H	G	C	.....	..	3	PG	No	Car	M	D-R	D-R	62
63	Clinton.....32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4-3 3/4x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	No	Zen	V	Spl	D-R	63
64	Commerce.....40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DW6	6-3 3/4x5	331.0	33.7	64–2100	L	G	C	2 1/2	7 3/8	4	PC	No	Zen	V	A-L	A-L	64
65	Commerce.....S 11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS 6	6-3 3/4x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	65
66	Condor.....CBV4	885	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4-3 7/8x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 7/8	3	PC	No	Til	M	A-L	A-L	66
67	Condor.....CBV6	925	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3 3/8x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	PC	No	Til	M	A-L	A-L	67
68	(Z)Corbitt.....7B6	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6-3 3/8x4	214.7	27.3	61–3000	L	C	A	2 1/8	8 1/4	7	FP	No	Zen	O	D-R	D-R	68
69	(Z)Corbitt.....8B4	....	134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4-3 7/8x4 1/4	200.4	24.0	49–2800	L	C	A	2 1/8	5 7/8	3	FP	No	Zen	M	D-R	D-R	69
70	(Z)Corbitt.....8B6	....	136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6-3 3/8x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Zen	M	D-R	D-R	70
71	Day Elder 1½, 2T 85	1395	135	168	8500	3850	B 6.00/20	DB6.50/20	Con 16-C	6-3 3/4x4 5/8	248.3	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	FP	No	Zen	M	D-R	D-R	71
72	Diamond T 216, 1-1½	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3 3/4x4 1/4	228.0	27.3	56–2400	L	G	C	2 1/2	10 1/8	7	PC	No	Zen	M	A-L	A-L	72
73	Dodge Bros....UF-30	595	136	136	8225	2581	B 6.00/20	P 32x6	Own	4-3 5/8x4 3/4	196.0	21.0	48–2800	L	G	A	2 1/4	6 1/4	3	FP	No	Car	M	D-R	D-R	73
74	Dodge Bros.....F-30	695	136	136	8275	2631	B 6.00/20	P 32x6	Own	6-3 1/4x4 1/4	211.5	25.3	66–3200	L	C	S	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	74
75	Dodge Bros.....UF31	670	165	165	8225	2757	B6.00/20	P 32x6	Own	4-3 5/8x4 1/4	196.0	21.0	48–2800	L	G	A	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	75
76	Dodge Bros.....F31	770	165	165	8275	2807	B 6.00/20	P 32x6	Own	6-3 1/4x4 1/4	211.5	25.3	66–3200	L	C	S	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	76
77	Dodge Bros.....F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6-3 3/8x3 7/8	208.0	27.3	63–3200	L	C	S	2 3/8	10 1/8	7	FP	Ha	Zen	M	D-R	D-R	77
78	Dodge Bros.....F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6-3 3/8x3 7/8	208.0	27.3	63–3200	L	C	S	2 3/8	10 1/8	7	FP	Ha	Zen	M	D-R	D,R	78
79	Douglas.....BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4-3 3/4x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	Bu	Zen	V	R.Bo	1	79
80	Douglas.....B4	2050	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4-3 3/4x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	Bu	Zen	E	L-N	L-N	80
81	Douglas.....B6	2150	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6-3 5/8x4 1/2	241.6	27.3	57–2500	L	G	C	2 3/8	8	4	PC	Bu	Zen	E	L-N	L-N	81
82	Duplex.....GF	2800	143	...	8300	4700	P 32x6	P 34x7	Bud WTU	4-3 3/4x5 1/8	226.4	22.5	37–1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	82
83	Duplex.....G8	2950	143	...	8500	4800	P 32x6	P 34x7	Bud HS6	6-3 5/8x4 1/2	241.6	27.3	57–2500	L	G	A	2 1/4	8 1/4	4	FP	No	Zen	V	A-L	A-L	83
84	Fageol.....101	900	143	167	.....	3700	B 7.00/20	B 7.00/20	Wau XAK	4-3 3/4x4 1/4	210	22.5	40–2150	L	G	A	2 1/4	6 1/8	3	FP	No	Zen	M	D-R	D-R	84
85	Fageol.....106	1400	161	173	.....	3975	B 7.00/20	B 7.00/20	Wau TS	6-3 1/4x4 1/4	219.0	23.4	58–2500	L	G	A	2 3/8	7 1/8	4	PC	No	Zen	M	D-R	D-R	85
86	Federal.....D2	795	131	163	8500	3225	B 6.00/20	P 32x6	Con W10	4-3 7/8x4 1/4	200.5	24.0	48–2500	L	C	A	2 1/8	5 7/8	3	PC	Mo	Zen	M	D-R	D-R	86
87	Federal.....E2	895	132	168	8500	3275	B 6.00/20	P 32x6	Con 17E	6-3 3/4x4	215.0	27.3	60–2600	L	C	A	2 1/8	9 1/8	7	PC	Mo	Zen	M	D-R	D-R	87
88	Fisher-Std. 10-AX.1½-2	....	136	165	8800	3220	P 30x5	P 32x6	Con 17E	6-3 3/4x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/8	7	FP	No	Zen	M	A-L	A-L	88
89	Fisher-Std.....15-A	....	144	...	8000	3250	P 30x5	P 32x6	Con 17E	6-3 3/4x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/8	7	FP	No	Zen	M	A-L	A-L	89
90	Fisher-Std.....16A	....	156	...	8800	3700	P 32x6	P 32x6	Con 16C	6-3 5/8x4 5/8	248.2	27.3	65–2700	L	C	A	2 3/8	10 1/8	7	FP	No	Zen	M	A-L	A-L	90
91	F.W.D.....H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50–2000	H	G	C	2 1/2 r	8	3	PC	No	Zen	V	A-L	A-L	91
92	Ford.....AA	495	131	157	.....	2723	B6.00/20	P32x6	Own	4-3 7/8x4 1/4	200.5	24.0	40–2200	L	G	A	1 5/8	7	3	PG	No	Zen	G	Own	Own	92
93	Ford.....AA	525	157	...	.....	2830	B6.00/20	P 32x6	Own	4-3 7/8x4 1/4	200.5	24.0	40–2200	L	G	A	1 5/8	7	3	PG	No	Zen	G	Own	Own	93
94	Garford.....40	2900	168	...	.....	4700	P 34x5	DP34x5	Bud DW6	6-3 3/4x5	331.0	33.7	64–2100	L	G	C	2 1/2	7 3/8	4	PC	No	Zen	V	A-L	A-L	94
95	Garford.....S 11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS 6	6-3 5/8x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	95
96	(X)Gen.Mot.....T-15	680	130	141	6500	2670	B5.50/20	P 32x6	Own 200	6-3 1/8x3 3/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	96
97	(X)Gen.Mot.....T-18	595	131	157	8200	2800	P 30x5	P 32x6	Own 200	6-3 1/8x3 3/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	97
98	(X)Gen.Mot.....T-19	745	130	164	10000	3115	B 5.50/20	P 32x6	Own 200	6-3 1/8x3 3/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 5/8	3	CC	No	Mar	M	D-R	D-R	98
99	(X)Gen.Mot.....T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3 1/8x4 5/8	257.5	28.3	76–2500	H	G	C	2 3/8	8 1/8	4	PC	Ha	Mar	M	D-R	D-R	99
100	Gotfredson.....RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4-3 3/4x4 1/2	199.0	22.5	55.5–2800	L	G	C	3	7 3/4	5	FP	No	Zen	M	D-R	D-R	100
101	Gotfreson.....RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6-3 3/8x4	214.0	27.3	61.5–3000	L	G	C	2 1/2	8 3/4	7	FP	No	Zen	M	D-R	D-R	101
102	Gramm...BX4, 1½-2	895	131	210	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3 7/8x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 7/8	3	PC	No	Til	M	A-L	A-L	102
103	Gramm...BX-6, 1½-2	995	131	210	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3 3/8x4	214.7	27.3	74–3300	L	C	A	2 3/8	6 3/8	4	PC	No	Til	M	A-L	A-L	103
104	Hahn & Selden.....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3 3/4x4	214.7	27.3	66–3000	L	G	A	2 3/8	8 1/8	7	FP	No	Zen	V	A-L	A-L	104
105	Hahn.....317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3 5/8x4 5/8	248.2	27.3	65–2760	L	G	C	2 3/8	10 1/8	7	FP	No	Str	V	D-R	D-R	105
106	Indiana.....111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	106
107	Indiana.....89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3 5/8x4 5/8	248.2	27.3	65–2700	L	G	C	2 3/8	10 1/8	7	CC	No	Str	V	A-L	A-L	107
108	International.....A-2	615	136	160	.....	2935	B5.50/20	B6.00/20	Wau XAH	4-3 5/8x4 1/2	186	21	39–2400	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	108
109	International.....B-2	665	136	160	.....	2959	B5.50/20	B6.00/20	Wau XAH	4-3 5/8x4 1/2	186	21	39–2400	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own Ind.	U	3	No	Own	Own Int.	S1½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x⅛	C		28⅛		36x1¼	54x1¼	N	1
2	Fed	P.	Own	U	3	No	2	Own	S1½	H	4.66	13.9	Own	O4IH	121	TX	War	5x1¾x⅛	C	53¼	26½	42⅛	35½x1¼	53½x1⅛	N	2
3	Fed	P.	Own	U	3	No	2	Own	S1½	H	4.66	13.9	Own	O4IH	121	TX	War	5x1¾x⅛	C	53⅛	26½	42⅛	35½x1¼	53½x1⅛	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S1½		4.7	14.3	Own				War									4
5	Own	D.Own	Own	U	3	No	Own	Own	S¾	U	3.7	11.7	Own	O4IM	168	2I	Own		C				30⅛x	39½x	N	5
6	Lon	P.Own	Own	U	3	No	M.M.	Own	S1½	H	4.42	14.7	Own	S4IM	200	4I	Jac	5x1¾x⅛	C			44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Own	S1½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	68¼	39	34	38x2	50¼x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P 2	Sal	S1½	H	4.7	14.2	Clark	4IH	154	T	Ros	5½x2¼x⅛	C				36x2	54x2	N	8
9	MeC	P.Lon	W-G	U	3	No	Spi 2	Own	S1½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x⅛	C			43½	36x1¼	54x1¼	N	9
10	Fed	P.B&B	Own	U	3	No	Spi	Own	S1½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x⅛	C				36x1¼	51x1¼	N	10
																							1500 Pounds			
11	Fed	P.	Own	U	3	No	2	Own	S1½	H	5.63	21.1	Own	O4IH	189	TX	Han	6x2¾x⅛	C	66⅛	31	37⅛	39x2	48x2½	N	11
12	Fed	P.	Own	U	3	No	2	Own	S1½	H	5.11	19.2	Own	O4IH	189	TX	Han	6x2¾x⅛	C	66⅛	31	37⅛	39x2	48x2½	N	12
13	Own	D.Own	Own	U	3	....	Own	Own	S1½		4.9	15.5	Own													13
14	Lon	P.Lon	W-G T9	U	4	No	Spi 2	Sal F	S1½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	14
15	Lon	P.Own	Own	U	3	No	M.M.	Own	S1½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	15
16	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R		6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	P	96	55	34	36x2¼	48x2½		16
																							1 Ton			
17	Fed	P.B&B	War T9	U	4	....	Spi300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¾x3¾x¼	C	96	53½	34	38x2¼	50x2½	N	17
18	G&O	P.B&B	War	U	3	No	Spi 2	Col	S1½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N	18
19	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S1½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	19
20	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF		5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	20
21	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	21
22	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	344	4I	Ros	5⅞x3¾x⅛	C	106½	58½	34	40x2¼	54x2½	½	22
23	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x⅛	T	93	51½	34	42x2	50x2½	N	23
24	Fed	P.	Own	U	4	No	3	Own	S1½	H	5.6	36.1	Own	O4IH	206	TX	Han	6–2¾x⅛	C	85⅞	50	37⅞	39x2	48x2½	N	24
25	Fed	P.	Own	U	4	No	3	Own	S1½	H	5.1	33.4	Own	O4IH	206	TX	Han	6–2¾x⅛	C	85⅞	50	37⅞	39x2	48x2½	N	25
26	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x⅛	P	96	58¾	34	39¼x2	49x2½	½	26
27	Own	.....	Own	U	4	....	U-P	Cla	S1½		5.67	37.2	Own	L4IH					P							27
28	Lon	P. Lon	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH		TX	Ros	6⅛x2¾x¼	C	88	54½	32	40x2	54x2½	N	28
29	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF		5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	29
30	Lon	P.Own	Own	U	3	No	M.M.	Own	S1½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	30
31	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	31
32	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	32
33	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R			Tim 11703 H	L4IH		TX	Ros	5x2¼x⅛	C	86		34	41x2¼	50x2¼	N	33
34	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S1½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2¼	N	34
35	Per	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710- H	L4IH	378	TX	Han	5⅞x2x⅛	C	96	54	31⅞	38x2	52½x2½	N	35
36	Per	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5⅞x2x⅛	C	108	66	31⅞	38x2	52½x2½	N	36
37	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R		6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	P	106¾	63	34	36x2¼	48x2½	N	37
38	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R		5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	38
39	MeC	P.B&B	War	U	3	No	Spi	Adams	S1½	H	4.7	15.6	Adams	S4IM	178	4I	War	5⅝x2x⅛	C	52¾	26	41⅛	36x1¼	55x2	N	39
40	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF		5.1	25.5	Col 5530				Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	40
41	Per	P.B&B	War	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2¾x⅛	C	96	57	34	38x2¼	50x2½	N	41
42	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x⅛	C	77⅛	40½	32	38x2¼	50x2½	N	42
43	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2½	N	43
44	Own	P.Own	Own TBC	A	4	No	Spi 2	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3½x¼	C	97½	57½	34½	41¼x2	53¼x2¼	N	44
45	Own	P.Own	Own 5B	U	3	No	M.M2	Own 4C	S½	H	4.73	17.8	Own 4D	L4IH	276	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2¼	50x2½	N	45
46	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¼x2¾x⅛	T	126	70	34	38x2½	54x2½	N	46
																							1¼Ton			
47	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	47
48	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N	48
49	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	49
50	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x⅛	C	52⅛	44⅛	34	40¼x2½	38¼x2½	N	50
51	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x⅛	C	99	54⅛	34	40x2¼	54x2½	N	51
52	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2¼	½	52
53	Per	P.B&B	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.5	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	N	53
54	Per	P.B&B	FulWO-BB	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	35.1	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60½	32	38x2	57½x2½	½	54
55	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	413	TI	Ros	5½x1⅛x⅛	C	101⅛	56	....	38x2¼	48x2½	N	55
																							1½Ton			
56	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	56
57	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B		6.50	39.7	Tim 11710H	L4IH	437	....	Ros	5¾x3¾x¼		118	66½	34	38x2¼	50x2½	N	57
58	Per	dp.Lon	Own T	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	21M	Ros	6⅞x3x⅛	C	115¼	63½	34	40x2½	54x3	N	58
59	G&O	P.B&B	.....	U	4	No	Spi	Tim	SF	H	5.66	36.2	Col	CB4IM	...	TX	Ros	5⅝x2½x¼	C	95	55	34	37x2¼	52x2½	½	59
60	G&O	P.B&B	.....	U	4	No	Spi 3	Tim	SF	H	5.83	37.4	Col	CB4IM	...	CD	Ros	5¾x2½x¼	C	113	67	34	37x2¼	52x2½	½	60
61	Har	P.Own	Own	U	4	....	Own	Own	S¼		4.88	30.0	Own				Own			86⅛	51⅛					61
62	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2½x7⅛	C	112½	77¼	37	36x1¾	45x2½	N	62
63	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N	63
64	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF		6.5	34.8	Tim 35000H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		64
65	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF		5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	65
66	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	66
67	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	67
68	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5⅝x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½	68
69	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	53	34	38x2¼	50x2½	N	69
70	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	55	34	38x2¼	50x2½	N	70
71	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 53200H	BF	H	6.60	42.3	Tim 30000H	L4IH	380	TX	Ros	5⅞x3¾x⅛	C	105	57	34	40x2¼	54x2½	½	71
72	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x⅛	T	93	51½	34	42x2	50x2½	N	72
73	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2⅝x⅛	C	88¾	52½	37⅞	39x2	48x2½	N	73
74	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2⅝x⅛	C	88¾	52½	37⅞	39x2	48x2½	N	74
75	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2⅝x⅛	C	141⅛	81½	37⅞	39x2	48x2½	½	75
76	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2⅝x⅛	C	141⅛	81½	37⅞	39x2	48x2½	½	76
77	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	41.4	Own	O4IH	311	TX	Han	7½x2⅛x¼	C	119⅛	62¾	34	40x2½	56x3	N	77
78	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	41.4	Own	O4IH	311	TX	Han	7½x2⅛x¼	C	136⅛	87¾	34	40x2½	56x3	N	78
79	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½	79
80	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	80
81	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	81
82	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C				39x2½	50x2½	N	82
83	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C				39x2½	50x2½	N	83
84	Per	P. Lon	W-G T9	U	4	No	Spi	Tim 53600H	BF	H	5.33	32.9	Tim 30010H	L4IH	257	TX	Ro.	5x3x⅛	C	120	65¾	34	32½x2	50x2½	N	84
85	Per	P. Lon	W-G T9	U	4	No	Spi 3	Tim 52200H	B½	H	5.83	37.3	Tim 11706H	L4IH	282	TX	Ros	5x3x⅛	C	132	84	34	32½x2½	50x2½	N	85
86	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla 212	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	86
87	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 374	SF	H	5.67	36.3	Cla 212	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	87
88	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH		TX	Ros	6⅛x2¾x¼	C	108	60½	32	40x2	54x2½	N	88
89	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	89
90	Lon	B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	90
91	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5⅛x2¾x⅛	C	112	81	36	42¾x2½	52¾x2½	½	91
92	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	92
93	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	93
94	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF		6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		94
95	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF		5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	95
96	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	96
97	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2¼x½	P	86½	51¼	37	36x1¾	45x2½	N	97
98	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	98
99	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	99
100	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	100
101	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	N	101
102	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	102
103	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	103
104	Chl	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5⅝x2¾x⅛	C	110	....	34	41x2¼	50x2½	N	104
105	Chl	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF		5.1	....	Tim	L4IH		TX	Ros		C	110	66	34	41x2¼	30x2¼		105
106	MeC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5½x3¼x⅛	C	99	54	34	40x2½	54x2½	N	106
107	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5¾x2½x¼	C	114	68	34	37x2¼	52x2½	N	107
108	Mod	P.M.M.	War T-9	U	4	No	MM.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5⅞x2¾x⅛	T	93½	53⅜	32½	40x2	46x2½	N	108
109	Mod	P.M.M.	M.M. "O"	U	3	No	MM.4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5⅞x2¾x⅛	T	93½	53⅜	32½	40x2	46x2½	N	109

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	International.....A-3	795	136	160	.....	3509	P 30x5	P 32x6	Lye SAH	6-3¼x4½	224.0	25.3	54–2700	L	G	A	2¾	8¾	4	PC	No	Zen	M	D-R	D-R	1
2	International....AL-3	1450	138	164	.....	4032	B 6.00/20	DB6.00/20	Lye 4SLH	6-3¼x4½	224	25.3	54–2700	L	G	A	2¾	8¾	4	PC	No	Zen	V	D-R	D-R	2
3	Kenworth.....85	1550	140	152	.....	3700	P 30x5	DP30x5	Con 18E	6-3½x4	214.7	27.3	61–3000	L	C	C	2½	9⅛	7	CC	No	Zen	M	D-R	D-R	3
4	Kleiber.....80	....	140	152	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61–3000	L	C	C	2½	8⅛	7	FP	No	Str	V	D-R	D-R	4
5	LaFrance-Republic C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lye 4SL	6-3¼x4½	224.0	25.3	61–2750	L	G	C	2¾	8¼	4	PC	No	Zen	V	A-L	A-L	5
6	Lange.....R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67–2400	L	G	C	2⅝	13½	7	PC	No	Zen	M	A-L	A-L	6
7	Larrabee.....25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3½x4⅝	248.2	27.3	65–2700	L	G	C	2⅝	10¼	7	FP	No	Zen	G	D-R	D-R	7
8	LeMoon.....HB10	1500	140	152	10000	3300	B 6.50/20	B 6.50/20	Con 16C	6-3½x4⅝	248.2	27.3	65–2800	L	C	C	2⅝	10¼	7	PC	No	Str	G	D-R	D-R	8
9	Maccar.....36A	2050	155	171	10100	4800	B 7.00/20	DB6.00/20	Wau 6TL	6-3¾x4½	298.0	33.7	83–2800	L	G	C	3	9⅛	7	FP	No	Str	M	D-R	D-R	9
10	Mack.....BL	2500	138	148	.....	.....	B 6.00/20	DB6.00/20	Own BL	6-3½x5	248.9	25.4	58–2600	L	G	C	2⅝	10¼	7	FP	Ha	Str	V	N-E	N-E	10
11	Netco.....A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3¾x4¾	255.0	27.3	68–2600	L	G	A	2¾	7⅝	4	FP	Ha	Zen	M	A-L	A-L	11
12	Relay.....40CA	3040	168	.....	.....	5550	P 34x5	DP34x5	Bud DW6	6-3¾x5	331	33.7	64–2100	L	..	..	..	....	..	PC	No	Zen	V	A-L	A-L	12
13	Relay.....S 11	1900	162	.....	.....	4500	P 30x5	DP30x5	Bud HS 6	6-3½x4½	241.6	27.3	53–2200	L	G	C	2¾	8	4	PC	No	Zen	V	A-L	A-L	13
14	Reo.....1A, 1C	625	136	160	8000	2930	B 6.00/20	P 32x6	Own	4-3½x4½	205.0	23.3	51–2500	L	G	B	3	8⅛	5	FP	No	Zen	M	D-R	D-R	14
15	Reo.....1B, 1D	725	136	160	8000	2970	B 6.00/20	P 32x6	Own	6-3⅜x4	214.7	27.3	61–3000	L	G	B	2½	10⅛	7	FP	No	Zen	M	D-R	D-R	15
16	Reo.....DFX Tonner	1095	135	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3⅜x5	268.3	27.3	85–3200	L	C	A	2⅞	12	7	CC	No	Sch	V	D-R	D-R	16
17	Reo.....DFX Tonner	895	135	135	9000	3200	B 6.00/20	P 32x6	Own	6-3⅜x5	268.3	27.3	85–3200	L	C	A	2⅞	12	7	CC	No	Sch	V	D-R	D-R	17
18	Rugby.....6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71–3300	L	C	S	2⅝	6¼	4	PC	No	Str	M	A-L	A-L	18
19	Rugby.....616	920	154	...	7150	3110	B 5.50/20	B 5.50/20	Con 22A	6-3¼x4	199.0	25.3	71–3300	L	C	S	2⅝	6¼	4	PC	No	Str	M	A-L	A-L	19
20	Schacht..10H, 1½-2½	....	156	195	....	4450	B 6.50/20	DB6.50/20	Con 16C	6-3½x4½	248.3	27.3	65–2600	L	G	C	2⅝	10⅝	7	FP	No	Zen	G	D-R	D-R	20
21	Selden.....317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3½x4⅝	248.2	27.3	65–2760	L	G	C	2⅝	10⅛	7	FP	No	Str	V	D-R	D-R	21
22	Service.....40	2990	168	.....	.....	4700	P 34x5	DP34x5	Bud DW 6	6-3½x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	22
23	Service.....S11	1900	162	.....	.....	4300	P 30x5	DP30x5	Bud HS6	6-3½x4½	241.6	27.3	53–2200	L	G	C	2¾	8	4	PC	No	Zen	V	A-L	A-L	23
24	Sterling.....FB30	795	142	162	.....	3300	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72–3300	L	C	A	2⅜	6¾	4	CC	....	Zen	M	D-R	D-R	24
25	Sterling.FB35-1½, 1¾	1075	142	162	.....	3400	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72–3300	L	C	A	2⅜	6¾	4	CC	....	Zen	M	D-R	D-R	25
26	Stewart.....40	895	130	160	.....	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50–2600	L	G	C	2½	7¾	3	PC	No	Str	V	D-R	D-R	26
27	Stewart.....40X	995	130	160	.....	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60–2800	L	G	C	2½	7¾	4	PC	No	Str	V	D-R	D-R	27
28	Stewart.....34X	1195	145	176	.....	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2600	L	G	C	2½	9⅛	4	FP	....	Zen	V	No	D-R	28
29	Studebaker.....S-20	695	130	160	.....	2840	B 6.00/20	P 32x6	Own	6-3¼x4½	205	25.4	70–3200	L	G	C	2½	9	4	CC	Str	M	D-R	D-R	29
30	White.....61	2450	148	196	10500	4789	P 30x5	DP30x5	Own 4A	6-3¾x4¼	299.0	33.7	66–2100	L	G	C	2⅝	10⅛	7	FP	Ha	Zen	V	D-R	D-R	30
31	Wichita.....6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70–2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	31
32	Willys Six.....C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3½	193.0	25.3	65–3400	L	C	C	2⅜	6⅛	4	CC	No	Til	M	A-L	A-L	32
33	Willys Six.....C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3½	193.0	25.3	65–3400	L	C	C	2⅜	6⅛	4	CC	No	Til	M	A-L	A-L	33
34	Witt-Will.....S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50–2200	L	C	C	2¼	8⅝	3	PC	No	Zen	V	D-R	D-R	34
35	Witt-Will.....C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅝x4⅝	248.2	27.3	66–3200	L	C	C	2⅝	10⅛	7	FC	No	Zen	M	D-R	D-R	35
36	Woods.....32	1995	160	Op	.....	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3½x4½	260	29.4	60–2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	36
37	World.....DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61–2750	L	G	C	2⅝	7⅛	4	PC	No	Zen	V	A-L	A-L	37
	1¾ Ton																									
38	Condor.....CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2900	L	G	C	2¾	8¼	4	PC	No	Zen	V	A-L	A-L	38
39	Federal.....F7	1525	132	152	10000	3765	P 30x5	DP30x5	Con 16C	6-3¾x4⅝	248.0	27.3	64–2500	L	C	C	2⅝	10⅛	7	PC	KP	Zen	M	D-R	D-R	39
40	Gramm.....B	....	140	196	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2900	L	G	C	2⅝	8¼	4	PC	No	Zen	V	A-L	A-L	40
	2 Ton																									
41	Acme.....4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	73–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	41
42	Atterbury.....G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62–2800	L	G	C	2⅝	....	4	CC	....	Zen	G	A-L	A-L	42
43	Atterbury.....45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.6	85–3000	L	G	C	2⅝	....	4	CC	....	Zen	M	A-L	A-L	43
44	Autocar.....A	3200	150	192	12000	5400	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	44
45	Autocar.....D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	45
46	Available.....T12	....	....	Op	10000	3850	B 6.50/20	Wau ZK	6-3½x4½	221	27.3	62–3000	L	G	C	2½	6⅞	4	FP	No	Sch	M	D-R	D-R	46
47	Available.....T-20	....	160	Op	11000	5000	P 7.00x20	ConWau TL	6-3½x4¾	255	27.3	69–2600	L	G	C	2½	7⅜	4	FP	No	Sch	M	D-R	D-R	47
48	Brockway.....92	....	149	168	9200	4250	P 32x6	DP32x6	Con	6-3½x4⅝	248.0	27.3	65–2700	L	C	C	2⅝	10⅛	7	CC	No	Zen	M	A-L	A-L	48
49	Brockway.....120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	No	Zen	M	A-L	A-L	49
50	Chicago.....1-15-E	....	150	174	10000	4200	B 6.50/20	DB6.00/20	Wau ZK	6-3½x4½	222.0	27.3	62–3000	L	G	C	2⅝	6⅞	4	FP	No	Zen	M	D-R	D-R	50
51	Clinton.....45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KTU	4-4x5½	263.9	25.6	43–2000	L	G	C	2½r	9⅛	3	PC	No	Zen	V	Spl	D-R	51
52	Commerce.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	52
53	Commerce.....S11	2030	162	....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	53–2200	L	G	C	2¾	8	4	PC	No	Zen	V	A-L	A-L	53
54	Concord.....GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73–2100	L	G	C	2¼	8⅝	3	PC	No	Zen	V	A-L	A-L	54
55	Condor.....CCV4	1085	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4½x4½	227.0	27.2	55–2600	L	G	C	2½	5⅞	3	PC	No	Til	M	A-L	A-L	55
56	Condor.....CCV6	1230	131	180	12000	4150	B 6.50/20	DB6 50/20	Con 16C	6-3½x4½	248.2	27.2	70–3000	L	G	C	2½	10	7	FP	No	Til	M	A-L	A-L	56
57	Condor.....CC	1760	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3½x4½	278.6	31.5	82–2600	L	G	A	2¾	9½	7	PC	No	Zen	M	A-L	A-L	57
58	(Z)Corbitt.....10B6	....	152	183	11900	4200	P 32x6	DP32x6	Con 16C	6-3½x4⅝	248.2	27.3	65–2700	L	C	C	2⅝	10⅛	7	FP	No	Zen	M	D-R	D-R	58
59	(Z)Corbitt.....10B8	....	169	169	10100	3950	B 6.50/20	DB6.50/20	Con 25A	6-3½x4	214.7	27.3	61–3000	L	C	A	2⅜	6¾	4	FP	....	Zen	M	D-R	D-R	59
60	Day-Elder.....110	1825	156	186	11000	4800	B 7.00/20	DB7.00/20	Con 16C	6-3½x4⅝	248.3	27.3	65–2700	L	C	C	2⅝	10⅛	7	FP	No	Zen	M	D-R	D-R	60
61	Diamond T.316	1095	155	167	11500	4400	B6.50/20	DB6.50/20	Her JXB	6-3½x4½	263	31.5	65–2400	L	G	A	2½	10⅛	7	PC	No	Zen	M	A-L	A-L	61
62	Diamond T.303-2-2½ T	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67–2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	62
63	Dodge Bros.....F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3½x5	309.6	31.5	96–3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	63
64	Dodge Bros.....F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3½x5	309.6	31.5	96–3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	64
65	Douglas.....CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5½	263.9	25.6	43–2000	L	G	C	2½r	9⅛	3	PC	Bu	Zen	V	R-Bo	I	65
66	Douglas.....C4	3275	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5½	263.9	25.6	43–2000	L	G	C	2½r	9⅛	3	PC	Bu	Zen	E	L-N	L-N	66
67	Douglas.....C6	3425	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73–2400	L	G	C	2½r	9	4	PC	Bu	Zen	E	L-N	L-N	67
68	Duplex.....S	3600	160	....	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61–2100	L	G	C	2¼r	8	4	FP	No	Str	V	A-L	A-L	68
69	Fageol.....135	1900	161	177	.....	5150	P 30x5	DP30x5	Wau TL	6-3½x4¾	255	27.3	68–2500	L	G	A	2½r	7⅝	4	FP	No	Zen	M	D-R	D-R	69
70	Federal.....A6	1855	151	176	13500	4580	P 32x6	DP32x6	Con 16C	6-3½x4⅝	248	27.3	65–2600	L	A	C	2⅝	10⅛	7	PC	KP	Zen	V	D-R	D-R	70
71	Fisher-Standard...20A	....	156	162	10000	3850	P 32x6	P 34x7	Con 16C	6-3½x4½	248.2	27.3	65–2700	L	C	A	2⅝	10⅛	7	FP	No	Zen	M	A-L	A-L	71
72	F.W.D.....BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72–2500	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	M	R-Bo	N-E	72
73	F.W.D.....H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72–2500	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	V	Els	N-E	73
74	Garford.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	74
75	Garford.....S11	2030	162	....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	53–2200	L	G	C	2¾	8	4	PC	No	Zen	V	A-L	A-L	75
76	(X)Gen.Mot..T-18,....	620	131	157	8200	2920	P 30x5	DP 30x5	Own 200	6-3⅛x3⅞	200.3	26.3	60–3000	L	C	B	2⅛r	5⅝	3	CC	No	Mar	M	D-R	D-R	76
77	(X)Gen. Mot.....T19	865	130	164	10000	3330	B 6.00/20	DB 6.00/20	Own 200	6-3⅛x3⅞	200.3	26.3	60–3000	L	C	B	2⅛r	5⅝	3	CC	No	Mar	M	D-R	D-R	77
78	(X)Gen. Mot.....T25	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3⅛x4⅝	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	78
79	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 6.50/20	B 9.25/20	Own 257	6-3⅛x4⅝	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	79
80	(X)Gen. Mot.....T30	1545	141	164	12500	4490	P 32x5	DP32x5	Buick	6-3⅛x4¾	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	80
81	Gotfreson.....RB46	....	....	....	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3¾x4¼	298.0	33.7	86–3000	L	G	C	3	9⅞	7	FP	Ha	Zen	M	D-R	D-R	81
82	Gramm.....CX4, 2-	1095	131	210	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4½x4¼	227.0	27.2	55–2600	L	G	A	2½	5⅞	3	PC	No	Til	M	A-L	A-L	82
83	Gramm.....CX6, 2-	1295	131	210	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3½x4½	248.2	27.2	70–3000	L	C	C	2⅝	10	7	FP	No	Til	M	A-L	A-L	83
84	Gramm.....C, 2-	....	160	224	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	85–3000	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	84
85	Gramm.....1595	1595	157	174	.....	3400	P 30x5	P32x6	Knight	6-2¼x4½	177.9	....	48–2600	S	C	C	2¼	11⅛	7	CC	Ha	Til	V	A-L	A-L	85
86	G-P 45-6, 2-3 Ton....	2320	157	161	9500	4300	B7.50/20	DB7.50/20	Lyc	6-3½x4½	241.6	27.3	70–2800	L	G	C	2⅝	8⅛	4	PC	No	Str	M	A-L	A-L	86
87	G-P 45-8, 2-3 Ton....	2320	142	161	9500	4400	B7.50/20	DB7.50/20	GU	8-3x4¾	268.0	28.8	90–3300	L	G	A	2⅝	8⅛	5	PC	No	Str	M	A-L	A-L	87
88	Hahn & Selden 37	....	151	....	10000	4800	P 32x6	DP32x6	Con 16C	6-3½x4⅝	248.2	27.3	65–2760	L	G	C	2⅝	10⅛	7	FP	No	Zen	V	A-L	A-L	88
89	Hug.....22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3½x4½	241.6	27.3	57–3200	L	C	C	2⅝	8⅛	4	PC	Bu	Zen	M	A-L	D-R	89
90	Hug.....23	....	166	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3½x4½	298	33.7	96–3000	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	90
91	Hug.....60	....	118	....	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5½	226.4	22.5	37–1850	L	G	C	2½	7⅛	3	PC	No	Zen	V	Els	D-R	91
92	Indiana.....120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4½	311	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	No	Str	M	A-L	A-L	92
93	Indiana.....111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26–2000	L	G	C	2	9⅞	3	CC	No	Str	G	Els	Non	93
94	International.....A-4	1750	145	185	.....	5221	P 32x6	DP32x6	Own FBB	6-3⅝x4½	279	31.5	67–2600	H	G	C	2½	13⅛	7	PC	Ha	Zen	V	D-R	D-R	94
95	Kenworth.....100	1995	164	182	.....	4200	P 30x5	DP30x5	Bud H260	6-3½x4½	259.9	29.4	75–3000	L	C	C	3	9⅞	7	FC	No	Zen	M	D-R	D-R	95
96	Kleiber.....100	....	158	170	10000	4100	B 7.00/20	DB7.00/20	Bud H260	6-3½x4½	259.9	29.4	75–3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	96
97	LaFra.-Republic ..D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2750	L	G	C	2¾	8¼	4	PC	No	Zen	V	A-L	A-L	97
98	Lange.....L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74–2400	L	G	C	2⅝	13½	7	PC	Pe	Str	M	A-L	A-L	98
99	Larrabee.....35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3½x4⅝	248.2	27.3	65–2700	L	C	C	2⅝	10⅛	7	FP	No	Zen	G	D-R	D-R	99
100	LeMoon.....HB18	2000	163	190	12000	3900	B7.00/20	DB7.00/20	Con 16C	6-3½x4⅝	248	27.3	65–2800	L	G	C	2⅝	10⅛	7	PC	No	Str	G	D-R	D-R	100
101	Maccar.....40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	93–2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	101
102	Mack.....BC	3000	138	192	.....	.....	P 32x6	DP32x6	Own BG	6-3½x5	309.6	31.5	75–2600	L	G	A	2⅝	10⅛	7	FP	Ha	Str	V	N-E	N-E	102
103	Moreland.....RR-7	2025	148	....	9300	4000	P 32x6	P 32x6	Con 16C	6-3½x4⅝	248.3	27.3	70–1300	L	..	C	2⅝	10⅛	7	PC	No	Zen	M	A-L	A-L	103
104	Netco.....B	3000	155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3½x4¾	255.0	27.3	68–2600	L	G	A	2⅝	7⅞	4	FP	Ha	Zen	M	A-L	A-L	104
105	Noble.....146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	57–2500	L	G	C	2⅝	8⅛	4	FP	Bu	Str	V	A-L	A-L	105
106	Omort.....200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	106
107	Pierce-Arrow.....PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¾x4½	298	33.7	70–2600	L	G	C	2⅝	13¼	7	FP	Han	Zen	M	D-R	D-R	107
108	Relay.....40CB	3290	168	....	.....	5750	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64–2100	L	..	C	2½	....	7	PC	No	Zen	V	A-L	A-L	108
109	Relay.....S11	2030	162	....	.....	4700	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	53–2200	L	G	C	2¾	8	4	PC	No	Zen	V	A-L	A-L	109
110	Relay.....50	3860	161	....	13600	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	110
111	Reo.....FAX	1295	137	156	11000	3525	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2⅞	12	7	CC	No	Sch	V	D-R	D-R	111
112	Reo.....FEX	1395	152	156	11000	3790	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2⅞	12	7	CC	No	Sch	V	D-R	D-R	112
113	Reo.....FFX	1395	156	156	11000	3750	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2⅞	12	7	CC	No	Sch	V	D-R	D-R	113
114	Schacht.....10HA, 2-3	....	156	195	.....	4500	B 7.00/20	B 7.00/20	Con 16C	6-3⅝x4⅝	248.3	27.3	65–2600	L	G	C	2½	10⅝	7	PC	No	Zen	G	D-R	D-R	114
115	Schacht.....20H, 2-3	....	160	207	.....	5100	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Service 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DW6	6-3¾ x5	331.0	33.7	64–2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	1
2	Service S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3⅛ x4½	241.6	27.3	53–2200	L	G	C	2⅝	8	4	PC	No	Zen	V	A-L	A-L	2
3	Sterling FB45	1485	159	182	.....	4230	B6.50/20	DB6.50/20	Con 16C	6-3⅜ x4⅝	248.	28.0	66–3000	L	C	C	2⅝	9⅛	7	CC	....	Zen	M	D-R	D-R	3
4	Sterling FB55-2, 2½ T	1850	159	182	.....	4950	B7.00/20	DB7.00/20	Con 16C	6-3⅜ x4⅝	248.	28.0	66–3000	L	C	C	2⅝	9⅛	7	CC	....	Zen	M	D-R	D-R	4
5	Stewart 28X	1495	136	176	.....	4058	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼ x4½	224.0	25.3	61–2600	L	G	C	2½	9⅛	4	FP	No	Str	V	D-R	D-R	5
6	Stewart 29XS	1695	145	176	.....	4960	P 32x6	DP32x6	Lyc ASA	6-3⅝ x4½	278	31.5	85–3100	L	G	C	2¾	9⅛	4	FP	No	Str	G	D-R	D-R	6
7	Studebaker S-50	920	148	160	.....	3710	B 6.50 20	DB6.50/20	Own	6-3¼ x4⅛	205	25.4	70–3200	L	C	C	2½	9	4	CC	Ha	Str	M	D-R	D-R	7
8	White 56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45–1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	Eis	.....	8
9	White 61	2450	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¾ x4½	299.0	33.7	61–2100	L	G	C	2⅝	10⅛	7	FP	Ha	Zen	V	D-R	D-R	9
10	White 160-161 1 to 2T	....	138	157	.....	.....	.....	P 30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	10
11	White 162 1 to 2T	....	138	157	10000	4260	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	289.	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	11
12	Witt-Will C2B	2450	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜ x4⅝	248	27.3	66–3200	L	C	C	2⅝	10⅛	7	PC	No	Zen	M	D-R	D-R	12
13	Witt-Will C2W	2550	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜ x4⅝	248	27.3	66–3200	L	C	C	2⅝	10⅛	7	PC	No	Zen	M	D-R	D-R	13
14	Witt-Will R2B	....	158	...	12500	5820	B 6.50/20	DB6.50/20	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	14
15	Witt-Will R2	....	158	...	13200	5800	B 6.50/20	DB32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	15
16	Woods 41	2550	170	Op	.....	5275	B 7.50/20	DB7.50/20	Her WXB	6-3¾ x4½	298	33.7	68–2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	16
17	World DC-60	1845	150	164	12000	4450	B7.00/20	DB7.00/20	Lyc 4SL	6-3¼ x4½	224	25.3	61–2750	L	G	C	2⅝	7⅛	4	PC	No	Zen	V	A-L	A-L	17
18	World DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	268	28.8	96–3400	L	C	C	2⅝	8⅝	5	CC	Ha	Zen	M	A-L	A-L	18
	2½ Ton																									
19	Atterbury 50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾ x4½	298.2	33.7	85–2800	L	G	C	2⅝	13¼	4	CC	Ha	Zen	M	A-L	A-L	19
20	Autocar D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	20
21	Available T-23	....	Op	Op	14000	5800	P 7.50/20	DP7.50/20	Wau MS	6-3¾ x4¾	315	33.8	73–2300	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	21
22	Available T-27	....	Op	Op	14000	6000	P 7.50/20	DP7.50/20	Wau MS	6-3¾ x4¾	315	33.8	73–2300	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	22
23	Brockway 140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	23
24	Brockway 2½-3T 141	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	24
25	Chicago 1-25-E	....	160	208	11400	5100	B 7.00/20	DB7.00/20	Wau TK	6-3⅜ x4¾	.....	31.5	79–2700	L	G	C	.....	.....	.....	FP	Wa	Zen	M	D-R	D-R	25
26	Coleman C30	....	120	144	12800	7700	B 9.00/20	B 9.00/20	Bud DW6	6-3¾ x5	331.0	27.3	73–2400	L	G	C	3	9⅞	7	FP	Bu	Zen	V	D-R	D-R	26
27	Commerce 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½ x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	27
28	Commerce 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DW6	6-3¾ x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	28
29	Condor CD	1950	160	196	17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6-3¾ x4½	299.0	33.7	85–2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	29
30	Day Elder 130	2225	157	199	6600	6600	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	30
31	Diamond T 303	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾ x4½	298.0	33.7	97–2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	31
32	Diam.T. 303FB, 2-2½	2175	199	...	13500	6100	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74–2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N	32
33	Diamond T .551-2½-3	2250	168	186	15500	6000	B 7. 50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74–2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	33
34	Douglas CD4	3855	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4¼ x5½	312.0	28.9	49–1900	L	G	C	2⅜	10⅛	3	PC	Bu	Zen	E	L-N	L-N	34
35	Douglas CD6	3955	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾ x5	331.3	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	35
36	Fageol 250	2750	178	196	.....	5750	P 34x7	DP34x7	Wau MK	6-4½ x4¾	381	40.8	82–2200	L	G	A	2⅝	12½	7	FP	No	Zen	V	D-R	D-R	36
37	Federal A6T	2185	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅜ x4⅝	248	27.3	65–2600	L	G	A	2⅝	10⅛	7	PC	KP	Zen	V	D-R	D-R	37
38	Federal A6TW	2360	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅜ x4⅝	248	27.3	65–2600	L	C	A	2⅝	10⅛	7	PC	KP	Zen	V	D-R	D-R	38
39	Federal T3W	2130	148	185	14000	5110	P 32x6	P 36x8	Wau V	4-4x5	251	25.6	50–2000	L	G	C	2⅜	7½	3	PC	Wa	Zen	V	D-R	D-R	39
40	Federal T8WF	2285	148	185	15000	5400	P 32x6	DP32x6	Con 16C	6-3⅜ x4⅝	248	27.3	64–2500	L	C	A	2⅝	10⅛	7	PC	KP	Zen	V	D-R	D-R	40
41	Fisher-Standard 25A	....	156	162	13200	4000	P 32x6	DP32x6	Con 16C	6-3⅜ x4⅝	248 .2	27.3	65–2700	L	C	A	2⅜	10⅛	7	FP	No	Zen	M	A-L	A-L	41
42	F.W.D. HH6	4000	138	170	12900	6400	P 36x8	P 36x8	Wau MK	6-4½ x4¾	381.0	40.8	85–2400	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	42
43	Garford 40	3240	168	185	.....	.....	5100	P 36x6	DP36x6	Bud DW6	6-3¾ x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	43
44	Garford 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½ x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	44
45	(X)Gen.Mot. T-19	870	130	164	10000	3385	P 30x5	DP 30x5	Own 200	6-3⅛ x3⅞	200.3	26.3	60–3000	L	C	B	2⅛ r	5⅝	3	CC	No	Mar	M	D-R	D-R	45
46	(X)Gen. Mot. T-26	1415	130	164	11000	3880	B 6.50/20	DB6.50/20	Own 257	6-3⅛ x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	46
47	(X)Gen.Mot. T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3⅛ x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	47
48	(X) Gen Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6-3⅛ x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	48
49	(X)Gen Mot. T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3⅛ x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	49
50	Gotfredson RB56	....	....	....	13800	5200	B8.25/20	DB8. 25/20	Bud K358	6-4x4¾	358.0	38.4	95–2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	50
51	Gramm D,2½	....	160	224	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾ x4½	299.0	33.7	85–2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	51
52	Gramm 1995	164	224	.....	.....	3900	P 32x6	P 34x7	Knight	6-3⅜ x4¾	255.0	27.3	70–2600	S	C	C	2½	12⅛	7	CC	Ha	Til	V	A-L	A-L	52
153	Hahn & Selden 39	....	164	...	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4¼	311.0	38.4	73–2400	H	C	N	2¾	.....	7	FP	No	Zen	V	A-L	A-L	53
54	Hendrickson 17S	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Wau MK	6-4½ x4¾	380.9	40.8	87–2500	L	G	C	2⅝	12½	7	FP	Wa	Zen	V	A-L	A-L	54
55	Hug 61, 2½-3 Ton	....	....	....	.....	.....	B 7.50/20	DB7.50/20	Bud H298	6-3¾ x4½	298.0	33.7	80–2800	L	C	C	3	9⅝	7	PC	No	Zen	M	A-L	A-L	55
56	Hug 85-2½-3T	....	114	114	16250	8250	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½ r	9⅛	3	PC	Bu	Zen	V	Eis	D-R	56
57	Hug 85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½ r	9⅛	3	PC	Bu	Zen	V	Eis	D-R	57
58	Indiana 140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4¼	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	58
59	Indiana 115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½ x5	283.5	28.9	56–2000	L	G	C	2	9⅛	3	CC	No	·tr	G	Eis	A-L	59
60	Indiana 615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅜ x5	268.3	27.3	65–2500	H	C	C	2½	7⅜	3	CC	KP	Str	G	Eis	A-L	60
61	Indiana 141,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	K P	Str	M	A-L	A-L	61
62	International W-1	3850	148	200	.....	8300	S 36x5°	S 36x8°	Ha S151	4-4¼ x5½	312.0	28.9	59–1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R- Bo	D-R	62
63	Kenworth 125	2650	157	183	.....	5200	P 32x6	DP32x6	Her WXB	6-3¾ x4½	298	33.7	67–2400	L	G	C	2⅝	13¼	7	PC	HA	Zen	M	D-R	D-R	63
64	Kleiber 120	....	170	180	12000	5150	B 7.50/20	DB7.50/20	Bud	6-3¾ x4½	298.2	33.8	86–3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	64
65	LaFra.-Republic E1	....	162	190	13000	5000	P 32x6	DP 32x6	Bud H-260	6-3½ x4½	259.9	29.4	69–2600	L	G	C	3	9⅞	7	PC	Ha	Zen	V	A-L	A-L	65
66	Lange O	3950	184	212	17000	5985	P 34x7	Her YXB	6-4x4¼	359	38.4	80–2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	66
67	Larrabee 45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.1	38.4	73–2400	H	C	C	2½	13⅛	7	FP	No	Zen	G	D-R	D-R	67
68	LeMoon HB22	2400	163	190	14000	4600	B 7.50/20	DB7.50/20	Wau 6MS	6-3¾ x4¾	315	33.7	72–2500	L	G	C	2⅝	12⅝	4	PC	No	Str	G	A-L	A-L	68
69	Mack BF	3950	156	180	.....	.....	B 8.25/20	DB8.25/20	Own BG	6-3⅜ x5	309.6	31.5	75–2600	L	G	C	2⅝	10⅜	7	FP	Ha	Str	V	N-E	N-E	69
70	Netco C	3500	148	200	14500	6000	B 8.25/20	B 8.25/20	Wau MK	6-4½ x4¾	462.0	45.9	100–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	V	A-L	A-L	70
71	Omort 250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	71
72	Omort 25	....	130	130	16000	6100	P 32x6	DP32x6	Her WXB	6-3¾ x4½	298.2	33.7	66–2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	72
73	Oshkosh L	4000	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339.0	38.4	70–2000	L	G	C	2⅜	13¼	7	PC	Ha	Str	M	RBo	L-N	73
74	Relay 40CC	3325	168	...	.....	5950	P 36x6	DP36x6	Bud DW6	6-3¾ x5	331	33.7	64–2100	L	G	C	2½	.....	.....	PC	No	Zen	V	A-L	A-L	74
75	Relay 50	4000	161	...	.....	7000	P 36x6	DP38x7	Bud DW6	6-3¾ x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	75
76	Relay 60DA	4555	175	192	.....	7350	P 36x6	DP36x6	Bud BA6	6-4½ x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	76
77	Reo FCX	1645	152	...	13000	4025	P 32x6	DP32x6	Own	6-3⅜ x5	268.3	27.3	70–2800	L	C	A	2⅜	12	7	CC	No	Sch	V	D-R	D-R	77
78	Reo FDX	1745	168	...	13000	4075	P 32x6	DP32x6	Own	6-3⅜ x5	268.3	27.3	70–2800	L	C	A	2⅜	12	7	CC	No	Sch	V	D-R	D-R	78
79	Reo FHX	1595	142	...	13000	4165	P 32x6	DP32x6	Own	6-3⅜ x5	268.3	27.3	70–2800	L	C	A	2⅜	12	7	CC	No	Sch	V	D-R	D-R	79
80	Schacht 20HA,2½-4	....	160	207	.....	5233	B 8.25/20	DB8.25/20	Her WXB	6-3¾ x4½	298	33.7	66–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	80
81	Service 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DW6	6-3¾ x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	81
82	Service 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½ x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	82
83	Sterling FB65	2450	174	204	.....	5550	B7.50/20	DB7.50/20	Wau MS	6-3¾ x4¾	315	33.7	72–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	83
84	Stewart 18X	2690	165	220	.....	5901	P 32x6	DP32x6	Lyc TS	6-3⅜ x5	354	36.2	90–2750	L	G	C	2¾	10	4	FP	Pe	Str	V	D-R	D-R	84
85	Stewart 32X	1990	165	220	.....	5230	P 32x6	DP32x6	Lyc ASA	6-3¾ x4½	278.0	31.5	80–2500	L	G	C	2¾	9⅛	4	PS	Ha	Str	P	D-R	D-R	85
86	Studebaker 88	3295	194	...	.....	4920	B7.50/20	B 7.50/20	Own	8-3½ x4¾	337.0	39.2	115–3200	L	G	C	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	86
87	Walter FN	4500	120	164	14000	6500	B 9.00/20	DB9.00/20	Own	6-4½ x4¾	381	40.0	85–2200	L	G	C	2⅝	12⅝	7	FP	On	Zen	P	D-R	D-R	87
88	Ward-La France25R13	....	Op	Op	13000	.....	H 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77–2300	L	G	C	2⅝	12⅝	7	FP	Ha	Str	M	D-R	D-R	88
89	Ward-La France25B13	....	Op	Op	13000	.....	B 7.50/20	DB7.50/20	Own	8-3⅜ x4½	322	36.4	100–2400	L	C	C	2½	10¼	7	FP	Ha	Str	M	D-R	D-R	89
90	White 51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼ x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	90
91	White 210-1, 1½-2½	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	91
92	White 212, 1½-2½ T	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	92
93	White 612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¾ x4½	299	33.7	61–2100	L	C	S	2⅝	10⅛	7	FP	Ha	Zen	V	D-R	D-R	93
94	White 620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72–1800	H	C	S	2¾	13⅞	7	FP	On	Zen	M	D-R	D-R	94
95	Wichita 6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77–2200	L	G	C	2⅝	12⅝	7	CC	Wa	Str	V	D-R	D-R	95
96	Witt-Will R2B	2900	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	96
97	Witt-Will R2	3000	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	97
98	World DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8-3x4¾	268	28.8	96–3400	L	C	C	2⅝	8⅝	5	CC	Ha	Zen	M	A-L	A-L	98
	3 Ton																									
99	Acme 6X	....	186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	38.4	82–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	99
100	Armieder 31	....	Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾ x4½	298.0	33.7	66–2200	L	G	B	2⅝	13¼	..	PC	Ha	Zen	V	D-R	D-R	100
101	Atterbury R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	101
102	Atterbury 60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾ x4½	298.2	33.7	85–2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	102
103	Atterbury 65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.0	38.4	81–2500	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	103
104	Autocar H	4100	114	161	19000	6525	P 34x7	DP34x7	Own	4-4½ x5½	350.0	32.4	45–1450	L	G	A	2¾ r	.....	2	SP	Bf	Str	G	A-Bo	L-N	104
105	Autocar N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4½ x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	105
106	Available T-30	....	Op	Op	16000	6500	P 8.25/20	DP8.25/20	Wau ML	6-4x4¾	358.1	38.4	80–2500	L	G	C	2⅝	12⅛	7	CC	Wa	Sch	M	D-R	D-R	106
107	Available T-37	....	Op	Op	16000	7500	P 9.00/20	DP9.00/20	Wau MK	6-4½ x4¾	380.9	40.8	82–2500	L	G	C	2⅝	12⅝	7	CC	Wa	Sch	M	D-R	D-R	107
108	Brockway 2½-3T 141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	108
109	Brockway 170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4½ x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	109
110	Brockway 175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4½ x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	110
111	Brockway 190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4½ x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	111
112	Chicago 1-30-E	....	160	208	12600	5400	B 7.50/20	DB7.50/20	Wau MK	6-4½ x4¾	381.0	40.8	85–2500	L	G	C	2⅝	12½	7	FP	Wa	Zen	V	D-R	D-R	112
113	Clinton 65	....	184	Op	14500	5925	S 34x5°	BD34x5°	Bud ETU	4-4¼ x5½	312.0	28.9	49–1900	L	G	C	2⅜ r	10⅛	3	PC	Bu	Zen	V	Spl	D-R	113
114	Coleman D40	....	130	180	17000	8500	B 9.75/24	B 9.75/24	Bud DW 6	6-3¾ x5	330.0	33.7	73–2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	114
115	Commerce 60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA-6	6-4½ x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	115

December, 1931 *The Commercial Car Journal*

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type	Line Number
																							2 Ton—Cont'd			
1	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	1
2	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	2
3	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	R	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x2½	..	3
4	Per	D.B-L	B-L 214	U	4	No	Spi	Tim	BF	R	5.83	36.3	Tim	L4IHV	282	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x3	..	4
5	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	S½	R	6.37	47.0	Tim	B4IM	...	TX	Ros	7½x2¾x⅛	C	114¾	63¾	32	38½x2¼	50x2½	..	5
6	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	6.37	44.4	Cla	B4IM	...	TX	Ros	7½x2¾x⅛	C	114¾	63¾	32	38x2¼	50x3	..	6
7	MeC	Lon	War-T9	U	4	No	Cle	Tim54200-A1	SF	H	6.8	43.5	Tim	B4IM	276	...	Ros	7x2¾x⅛	...	106⅜	69⅛	34	39x2	56x3	..	7
8	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	5.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119⅛	81⅝	36	41¼x2½	47¼x3	..	8
9	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6⅝x3⅛x¼	C	115⅞	68⅛	34½	41x2½	54x3	N	9
10	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2¼	50x2½	N	10
11	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2¼	50x2½	N	11
12	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	6.16	36.4	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	12
13	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	7.4	41.0	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	13
14	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	14
15	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	15
16	Chi	D.B-L	B-L 314	U	4	No	Blo 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3½x¾	P	Opt	Opt	34	40x2¼	49x2½	½	16
17	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	17
18	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	18
																								2½ Ton		
19	Per	P.B&B	Cov W4C	U	4	....	Spi	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	..	173	105	34	39x2½	56x3	..	19
20	Per	dp.Lon	Own T	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x⅛	C	115¼	63⅝	34	40x2½	54x3	½	20
21	You	D.B-L	B-L 314	U	4	No	Blo	Tim 56200H	SF	R	7.4	48.8	Tim 33000	L4IH	552	TX	Ros	6x2¼x⅛	P	Opt	Opt	31¾	38x2¼	50x3	½	21
22	You	D.B-L	B-L 314	U	4	No	Blo	Tim 64800H	WF	R	7.4	48.8	Tim 35000	L4IH	552	TX	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	22
23	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	23
24	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	24
25	Chi	D.B-L	B-L 224	U	4	No	Spi	Tim 54200H	BF	R	6.8	42.0	Tim 31000H	L4IH	380	TX	Ros	7x4x¼	P	Opt	Opt	33½	41½x2½	54x3	N	25
26	Per	D.Ful	Ful G U14	U	8	..	Spi	Wis	2F	..	8.05	154	Wis	L4IH	...	FX	Ros	10x2½x3⅛	..	108	78	30	48x3	48x3	C	26
27	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	27
28	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	28
29	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	..	29
30	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 33000H	L4IH	578	TX	Ros	7x4x¼	C	124½	69	33½	40x2¼	56x3	½	30
31	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73⅝	34	45¼x2½	53x2½	½	31
32	G&O	P.B&B	Cov	U	4	No	Spi	Cla B613	SF	H	Opt	Opt	ClaF308	L4IHV	350	TD	Ros	6½x3x¼	C	....	....	34	45¼x2½	53x2½	½	32
33	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81⅝	34	45¼x2½	56x3	½	33
34	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	34
35	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	35
36	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200 H	BF	H	6.16	37.3	Tim 33020 H	L4IH	355	TX	Ros	6⅛x3x¼	C	167½	97½	34	41x2¼	56x3	N	36
37	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	7.80	47.1	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	37
38	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	8.75	52.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	38
39	Lon	P.B&B	Own	A	4	No	P-S4	Tim 64603 H	W½	R	7.25	36.3	Own	L4IH	575	TI	Ros	6x3½x¼	C	119	71	34	38x2½	52x3	½	39
40	Lon	P.B&B	Own	A	4	No	P-S4	Tim65600 HP	WF	R	7.75	38.8	Own	L4IHV	659	RI	Ros	6x3½x¼	C	119	71	34	38x2½	52x3	½	40
41	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	86½	32	40x2	54x3	N	41
42	Per	D.B-L	B-L 55	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5⅛x2¼x⅛	C	126	86	36	42¾x2½	52¾x2½	½	42
43	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	43
44	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	44
45	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	45
46	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	46
47	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	47
48	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	48
49	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	49
50	MeC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	C	.....	.....	32½	40x2½	54x3	½	50
51	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	578	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	51
52	Own	D.Jon	.....	U	4	Blo	.....	.....	..	..	.....	.....	.....	M4CW	...	2I	Ros	7x2½x¼	C	150	87¼	34	40x2¼	52x3	..	52
53	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	.....	.....	Tim 14703H	L4IHV	....	TD	Ros	7x3½x¼	C	120	.....	34	41x2¼	50x2½	N	53
54	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Cla B800	BF	R	Opt	Opt	Cla	L4IHV	416	FX	Ros	6x2½x⅛	P	Opt	Opt	32½	40½x3½	50½x3	N	54
55	You	B-L	B-L 51-4	U	4	No	Blo 3	Wis 6600	2F	H	6.92	37.0	Shu 5550	W2IM	300	FX	Ros	6x3⅛x¼	I	....	....	..	41½x2½	48½x3	..	55
56	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3⅛x¼	I	92	59½	34⅛	41½x2½	54½x3	..	56
57	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3⅛x¼	I	92	59½	34⅛	41½x2½	54½x3	..	57
58	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	58
59	Lon	P.B&B	B-L	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6½x3¼x¼	C	87½	56¾	34	40x2½	50x3	N	59
60	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x⅛	C	138	83	34	40x2½	50x3	N	60
61	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	61
62	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	62
63	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 33000 H	L4IH	337	TD	Ros	8x2¼x¼	T	114	74¼	31½	40x2½	52x3	½	63
64	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	SF	H	6.17	33.4	Tim 31000H	L4IH	354	F	Ros	7⅛x3x¼	T	Opt	Opt	34	38x2¼	52x3	½	64
65	Per	P.B&B	FulMlu-Bb	U	4	No	Spi 3	Tim 56200	SF	R	7.4	47.0	Tim 31000 H	L4IHV	578	TX	Ros	7½x3x¼	C	120	78¾	32	38x2	57½x2½	½	65
66	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 5572	L4IHV	678	FD	Ros	6x2½x¼	P	106	65	3	40x2½	56x3	½	66
67	Per	D-B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x2½	½	67
68	Chi.	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	WF	R	6.4	41.2	Tim 33000H	L4IH	578	TX	Ros	6½x3¾	C	128	81	34	37½x2¼	50½x2½	N	68
69	Own	P.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7⅛x3x⅛	T	132	.....	.....	44x2½	54x3	½	69
70	Mod	P.B-L	B-L 314	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	C	132	96	34	40x2½	50x3	½	70
71	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x⅛	I	84	49	33¾	40x2½	54x3	..	71
72	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	...	TD	Ros	6x3½x⅛	I	84	53½	31	40x2½	54x3	..	72
73	Mod	D.B-L	B-L 55-4	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	6x3x¼	..	113¼	83⅞	34	44x2½	50x3	½	73
74	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	I	74
75	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	75
76	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	.....	7x3½x¼	P	156	97½	34	42x2½	54x3	..	76
77	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	111⅜	67⅛	40⅝	38x2¼	50x2½	N	77
78	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x¼	C	127⅜	83⅛	40⅜	38x2¼	50x2½	N	78
79	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x¼	C	87⅛	57⅛	40⅜	38x2¼	50x2½	N	79
80	You	D.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.02	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	80
81	Lon	D.Ful	Ful MGU	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	81
82	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	82
83	Mod	D.Own	Own	U	4	No	Spi	Tim	BF	R	6.16	39.1	Tim	L4IHV	330	TX	Ross	10x3¼x¼	C	144	91	34	42x2½	54x3	½	83
84	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	...	TX	Ros	7½x3¼x¼	C	113⅛	80¼	32	40x2½	56x3	½	84
85	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	...	TX	Ros	7½x2¾x¼	C	113⅛	80¼	32	38x2¼	50x3	½	85
86	Lon	D.Lon	Ful	U	4	No	Spi	Eat	8¼	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8⅛x3x⅛	C	143⅛	91⅝	41½	38x2¼	56¾x3	N	86
87	Own	Own	Own	U	5	No	Own	Own	2R	H	7.0	70.0	Own	O4FXM	450	FM	Ros	7x2¾x¼	P	126	84	34	48x3	48x3	½	87
88	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	88
89	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	89
90	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178⅞	84½	34	40½x2½	54½x3	N	90
91	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅛x¼	C	115⅛	68⅛	34½	41x2½	54x3	N	91
92	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅛x¼	C	115⅛	68⅛	34½	41x2½	54x3	N	92
93	.....	P.Own	Own 5B	U	4	No	.....	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6⅝x3⅛x¼	C	115⅛	68⅛	34½	41x2½	54x3	N	93
94	....	P.Own	Own 4B	U	..	..	Spi 4	Own 14C	SF	R	6.38	41.8	Own 110	OL4IHV	349	CI	Ros	7⅛x2⅛x⅛	C	107½	67½	34	41x2½	54x3	N	94
95	You	D.Ful	FLIVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141½	83½	30	40x2¼	56x3	½	95
96	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	96
97	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	97
98	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	..	98
																								3 Ton		
99	Per	..B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99⅓	34	40x2½	54x3	½	99
100	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	.....	.....	Tim 14703 H	L4IH	....	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62⅝x2½	..	100
101	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼	C	148½	90⅓	34	41½x3	54x3½	¼	101
102	Per	D.B-L	Cov W4C	U	4	....	Spi	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	..	108	78	30	39x2¼	56x3	..	102
103	Per	D.B-L	B-L 551	U	4	....	Spi	Tim 65200H	W	H	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	..	197	119	34	40x3	56x3	..	103
104	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	434	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	104
105	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86⅛	40x2	34½x2½	54x3	½	105
106	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Tim 35000	L4IH	632	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	106
107	You	D B-L	B-L 554	U	4	No	Blo	Tim 65200H	WF	R	7.5	54.5	Tim 35000	L4IH	632	FD	Ros	7x2½x⅜	P	Opt	Opt	32	40x2½	50x3	½	107
108	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	108
109	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	109
110	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	110
111	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78	6 Shu	T2IMV	500	CD	Ros	7x3x⅛	C	132	83	34	40x2½	50x3	½	111
112	Chi	D.B-L	B-L 4-314	U	4	No	Spi	Tim 56200H	BF	R	6.2	41.0	Tim 31000H	L4IH	598	TX	Ros	7x4x¼	P	Opt	Opt	33½	41½x2½	54x3	..	112
113	Per	D.B-L	B-L 53	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x¼	P	Opt	Opt	33¼	43½x3	51½x3	N	113
114	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	....	TD	Ros	12x2½x½	T	C 144	89	30	48x3	48x3	C	114
115	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	115

Make, Model and Capacity	General					Tire Size		Engine										Fuel System		Electrical System	
	Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make
3 Ton—Cont'd																								
Concord JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9⅛	4	PC	No	Zen	V	A-L	A-L
Condor CE	2530	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅛x5	353.8	36.2	98-2700	L	G	A	2¾	10	4	PC	No	Zen	M	A-L	A-L
Condor CEB	....	190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L
(Z)Corbitt 12W6	....	165	220	14700	4910	B 7.50/20	DB7.50/20	Con E-600	6-3⅛x4½	288.0	32.6	72-2500	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R
(Z)Corbitt 12B6	....	163	220	14700	4870	B 7.50/20	DB7.50/20	Con E-600	6-3⅛x4½	288.0	32.6	72-2500	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R
Day-Elder 160	2795	156	204	1600C	6800	B 7.50/20	DB9.00/20	Con 18-R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R
Diamond T 551	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L
Diamond T 504	2650	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L
Diamond T 506	2950	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	384.0	43.3	85-2200	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N
Diamond T 603-3,4Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L
Diamond T 606-3,4Ton	3600	177	244	19000	7500	B 9.00/20	DB9.00/20	Her RXB	6-4½x5¼	500.9	48.6	110-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	L-N	L-N
Dodge Bros. 1515	135	135	12250	4235	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2⅛r	11	7	PC	KP	Zen	V	N-E	N-E
Dodge Bros. 1565	165	165	12220	4520	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2⅛r	11	7	PC	KP	Zen	V	N-E	N-E
Dodge Bros. 1615	185	185	12715	4715	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2⅛r	11	7	PC	KP	Zen	V	N-E	N-E
Dodge Bros. F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R
Dodge Bros. F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R
Dodge Bros. F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R
Douglas D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50-1400	L	G	C	2⅝	9⅜	3	PC	Bu	Zen	E	L-N	L-N
Douglas D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5½	386.4	38.4	78-2300	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N
Douglas D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud K428	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N
Duplex FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	3⅛r	10⅛	3	PS	No	Zen	V	Els	A-L
Duplex SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud K428	6-4⅜x4¾	428.0	45.9	102-2400	L	G	C	3r	9⅞	7	FP	No	Zen	M	A-L	A-L
Fageol 300	3250	178	196	.....	6250	B 9.00x20	DB9.00x20	Wau MK	6-4½x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R
Federal T10B 2½-3 T.	2740	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75-2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R
Federal T10W 2½-3 T.	2915	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75-2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R
Fisher-Std. 30A	....	160	...	16800	5600	P 34x7	DP34x7	Con 11R	6-3⅞x4½	291.9	35.0	64-2500	H	C	C	2½	12⅞	7	FP	Ha	Zen	M	D-R	D-R
Fisher-Std. 31A	....	160	...	16800	5800	P 34x7	DP34x7	Con 11R	6-3⅞x4½	291.9	35.0	64-2500	H	C	C	2½	12⅞	7	FP	Ha	Zen	M	D-R	D-R
F.W.D. B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4⅜x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	R-Bo	N-E
Garford 60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L
(X)Gen. Mot. T-26	1450	130	164	11000	3905	P 32x6	DP32x6	Own 257	6-3⅞x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R
(X)Gen. Mot. T30	1700	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3⅞x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R
(X) Gen. Mot. T-31	1840	141	181	14000	4635	P 32x6	P 36x8	Own 257	6-3⅞x4⅝	275.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R
(X)Gen.Mot. T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3⅞x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R
(X)Gen Mot. T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3⅞x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R
(X)Gen. Mot. T-45	1995	141	181	16000	5065	B7.50/20	DB7.50/20	Own 257	6-3⅞x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R
(V)Gotfredson RB66C	....	....	...	.....	6100	B9 00/20	DB9.00/20	Bud K381	6-4½x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R
Gotfredson RW66	....	....	...	20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4½x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R
Gramm E-330, 3	....	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L
Gramm EY-190, 3	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L
Gramm	3595	190	190	.....	.....	P 7.50/20	DP7.50/20	Knight	6-3⅜x4¾	255.0	27.3	70-2600	S	C	C	2½	12⅞	7	CC	Ha	Til	V	A-L	A-L
G-P 55-6, 3-4 Ton	2745	154	191	12500	5900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85-2900	L	G	C	2⅝	9⅜	4	PC	Mo	Str	M	A-L	A-L
G-P 55-8, 3-4 Ton	2880	157	191	12500	5900	B8.25/20	DB8.25/20	Lyc HF	8-3⅜x4½	322.0	36.5	20-3200	L	G	A	2⅝	11	5	PC	Mo	Str	M	A-L	A-L
Hahn & Selden 47B	....	151	...	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	...	7	FP	No	Zen	V	A-L	A-L
Hendrickson 198	3800	Op	Op	19000	7000	B 9.00/20	Wau MK	6-4½x4¾	380.9	40.8	87-2500	L	C	C	2⅝	9	4	PP	Wa	Zen	V	A-L	A-L
Hug 67	....	120	...	16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298	33.7	86-2800	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R
Hug 41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	C	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R
Hug 42	....	166	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R
Hug 85-6	....	114	114	17200	8580	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	C	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R
Hug 85-D6	....	114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R
Indiana 127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Els	.....
Indiana 2½-3T. 141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L
Indiana 170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13⅛	7	CC	KP	Str	M	A-L	A-L
Indiana 175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L
Indiana 627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	N	2¾r	13⅛	7	CC	KP	Str	V	Els	.....
Indiana 190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L
International A-5	2350	156	210	.....	5895	P 34x7	DP34x7	Own FBB	6-3¾x4½	279	31.5	67-2600	H	G	C	2½	13⅞	7	PC	Ha	Zen	V	D-R	D-R
International A-6	2675	156	210	.....	6120	P 34x7	DP34x7	Own FBB	6-3½x4½	279	31.5	67-2600	H	G	C	2½	13⅞	7	PC	Ha	Zen	V	D-R	D-R
Kenworth 145	3250	158	184	.....	5500	P 34x7	DP34x7	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	D-R	D-R
Kenworth 184	3850	164	206	.....	7400	B 9.00/20	DB9.00/20	Her WXC2	6-4½x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	A-L	D-R
Kleiber 140	....	180	190	14000	6500	B 8.25/20	DB8.25/20	Con	6-4x4½	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R
LaFra.-Republic F3	....	174	198	15000	5625	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L
Lange H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L
Lange M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L
Larrabee 55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R
LeMoon HB28	3250	160	192	17000	7600	B 8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	380.9	40.8	83-2500	L	G	C	2¾	12½	7	PC	No	Str	G	A-L	A-L
Maccar 56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	9	4	FP	Bu	Str	V	D-R	D-R
Maccar 60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4½x5½	411.0	40.8	103-2100	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R
Mack AB 4000	147	219	.....	.....	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E
Mack AB 4350	147	219	.....	.....	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E
Mack AB 4150	147	219	.....	.....	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10⅜	7	FP	Ha	Str	V	N-E	N-E
Mack AB 4500	147	219	.....	.....	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10⅜	7	FP	Ha	Str	V	N-E	N-E
Noble 156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2¾	13⅞	7	FP	Co	Str	V	A-L	A-L
Omort 300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56-2000	L	G	C	3	...	...	PC	No	Zen	V	A-L	A-L
Omort 3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L
Omort 30	....	134	148	18000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L
Oshkosh H	4675	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4½x4½	380.8	40.8	82-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo
Pierce-Arrow PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4½x4½	361.0	40.3	76-2400	L	G	C	2⅝	13¾	7	FP	Ha	Zen	M	D-R	D-R
Relay 50	4130	161	.....	.....	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L
Relay 60DB	4595	175	192	.....	7500	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅜	4	PC	Bu	Zen	V	A-L	A-L
Relay 80	5330	175	192	.....	8400	P 36x6	S 40x10	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	...	4	PC	Bu	Zen	V	A-L	A-L
Reo GA	2035	163	...	17000	4625	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	70-2800	L	C	A	2¾	12	7	CC	No	Sch	V	D-R	D-R
Reo GC	2140	179	...	17000	4850	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	70-2800	L	C	A	2¾	12	7	CC	No	Sch	V	D-R	D-R
Reo GD	2085	144	...	17000	4650	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	70-2800	L	C	A	2¾	12	7	CC	No	Sch	V	D-R	D-R
Reo GC8	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	70-2800	L	C	A	2¾	12	7	CC	No	Sch	V	D-R	D-R
Schacht 25H,3-4½	....	146	213	.....	6200	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	3	13¼	7	PC	Mo	Str	G	A-L	A-L
Service 60	4680	175	192	.....	8400	P 36x6	DP38x7	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	...	4	PC	Bu	Zen	V	A-L	A-L
Sterling FB80	3080	174	204	.....	6480	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	315.	33.7	72-2500	L	G	C	2½	12½	7	CC	Wa	Zen	M	D-R	D-R
Sterling FD80	3275	174	204	.....	6680	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358.	38.4	80-2500	L	G	C	2½	12½	7	CC	Wa	Zen	M	D-R	D-R
Stewart 35X	2590	....	220	.....	5880	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-	L	G	C	2⅝	9⅛	4	PS	Ha	Str	M	D-R	D-R
Stewart 36X	2990	165	220	.....	6500	B8.25/20	DB8.25/20	Lyc TS	6-3⅝x5	354.0	36.2	90-2750	L	G	C	2¾	12	4	FP	Ha	Str	M	D-R	D-R
Stewart 48-8	2990	170	241	.....	6750	B 8.25/20	DB8.25/20	Lyc AE	8-3¾x4¾	420	44.4	130-2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R
Ward LaFrance 25R14	....	195	220	14000	.....	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2¾	12½	7	FP	Ha	Str	P	D-R	D-R
Ward LaFrance 25B14	....	195	220	14000	.....	B 8.25/20	DB8.25/22	Own	8-3⅝x4½	322.	36.4	100-2400	L	G	C	2¾	10¾	7	FP	Ha	Str	P	D-R	D-R
Ward-La France25R16	....	Op	Op	16000	.....	B 8.25/22	DB8.25/22	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2¾	12½	7	FP	Ha	Str	P	D-R	D-R
Ward-La France25B16	....	Op	Op	16000	.....	B 8.25/22	DB8.25/22	Own	8-3½x4½	322	36.4	100-2400	L	G	C	2¾	10¾	7	FP	Ha	Str	P	D-R	D-R
White 58	4400	180	195	22000	7797	S 36x7	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	3	11¾	3	FP	On	Zen	V	Els	.....
White 640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	519	51.8	100-1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N
White 621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R
White 630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R
Witt-Will R3B	3400	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅞	7	FP	No	Zen	M	D-R	D-R
Witt-Will R3	....	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅞	7	FP	No	Zen	M	D-R	D-R
Woods 45	3465	180	Op	.....	5625	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	76-2400	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	D-R	D-R
World DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L
3½ Ton																								
Acme 45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Ha	Zen	G	Els	A-L
Atterbury 70	....	222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	380.0	40.8	87-2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L
Autocar H8	4600	114	161	24000	7505	P 40x8	DP40x8	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N
Autocar 3-3½T. 8H8	4800	114	161	24000	8075	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N
Autocar SCH8	4800	157	203	24000	7885	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N
Autocar 3-3½T. TEA	5350	192	242	22000	8625	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N
Autocar N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N
Available T-39	....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.0	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Sch	M	D-R	D-R
Available T-43	....	Op	Op	19000	7950	P 36x8	DP36x8	Wau 8RL	6-4⅜x5½	462.0	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Sch	M	D-R	D-R
Brockway 3-4T. 195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	85-2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L
Clinton 85-6	4400	(90	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4x5½	386.4	38.	74-2400	L	G	C	2½	9¼	4	FP	No	Str	V	Spl	D-R
ColemanD-40XX3½-5	....	130	184	21100	9700	B10.50/24	B10.50/24	Bud BA6	6-4½x5½	411.0	40.8	105-2200	L	G	C	2½	9¼	4	FP	Bu	Zen	V	D-R	D-R
Commerce 80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							3 Ton —Cont'd			
1	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x1½	C	Opt	Opt	32¼	38½x2½	50x3½	½	1
2	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	2
3	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	...	FD	Ros	8¼ x3¼x¼	C	156	90	41½	44x2½	60x3	½	3
4	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	4
5	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	5
6	Per	D.P -L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	659	TD	Ros	9x3½x¼	C	132	80½	34	42x2½	56x3	½	6
7	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81½	34	45¼x2½	56x3	½	7
8	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80½	34	45¼x2½	56x3	½	8
9	G&O	D.Cov	Cov	U	5	No	Spi 4	Wis69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	138	87⅝	34	45¼x2½	56x3	½	9
10	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	10
11	G&O	D.Cov	Cov	U	5	No	Spi 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	11
12	Fed	P.	Own	U	4	No	Own 3	Own		R	7.13	46.3	Own	O4IH	382	TX	Han	7x2½x¼	C	82¼	54¾	34	39x2½	45x3	½	12
13	Fed	P.	Own	U	4	No	Own 3	Own		R	7.13	46.3	Own	O4IH	382	TX	Han	7¼x2½x¼	C	132¾	84¾	34	39x2½	56x3	N	13
14	Fed	P.	Own	U	4	No	Own 3	Own		R	7.13	46.3	Own	O4IH	382	TX	Han	7½x2½x¼	C	164¾	104¾	34	39x2½	56x3	N	14
15	Lon	P.	Own	U	4	No	Own 3	Own		SF	H	8.26	56.6	Own	O4IH	416	CD	Jac	10x3¼	C	99¾	65¾	34	42x3	56x3½	½	15
16	Lon	P.	Own	U	4	No	Own 3	Own		SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼	C	149	89¾	34	42x3	56x3½	½	16
17	Lon	P.	Own	U	4	No	Own 3	Own		SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼	C	189	114¾	34	42x3	56x3½	½	17
18	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	18
19	Own	D Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	19
20	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	°6.7	Shu 615	W2IMV	503	CX	Ros	10x2½x	C	223	121	31	45x3	54x4	½	20
21	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	...	2	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	21
22	Mod	D.B L	B L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	...	2	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	22
23	Per	P.B-L	B-L 314	U	4	....	Spi 3	Tim 58200H	BF	H	6.83	41.5	Tim 33020H	L4IHV	398	TX	Ros	6½x3x¼	C	167½	97½	34	41x2½	56x3	N	23
24	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	H	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x½	C	119	81	34	42x2½	54x3	½	24
25	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	w/2	R	6.75	44.0	Own	L4IHV	659	TI	Ros	7½x3½x½	C	119	81	34	42x2½	54x3	½	25
26	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7½x3½x½	C	120	74	34	43x2½	54x3	½	26
27	Lon	B-L	B-L 51	A	4	No	Spi 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7½x3½x½	C	120	74	34	43x2½	54x3	½	27
28	MeC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5½x2¼x½	C	130	93	36	42¾x2½	52¾x2½	N	28
29	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 16733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	29
30	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6¼x2¼x¼	P	87	48	34	38x2	50¼x2½	½	30
31	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	28.6	Own	B4IM	453	TX	Jac	6¼x3x½	P	107	59	34½	38x2¼	50x3	½	31
32	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6¼x3x½	P	107	59	34½	38x2¼	50x3	½	32
33	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6¼x3x½	P	107	59	34½	38x2¼	50x3	½	33
34	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6¼x3x½	P	107	59	34½	38x2¼	50x3	½	34
35	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6¼x3x½	P	107	59	34½	38x2½	50x3	½	35
36	MeC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x¼	C	.....	.....	32½	40x2½	54x3	½	36
37	MeC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x¼	C	.....	.....	32½	40x2½	54x3	½	37
38	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	38
39	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¼ x3¼x¼	C	156	90	41½	44x2½	60x3	½	39
40	Own	.....	.....	..	4	No	Blo	.....	.....	.....	.....	.....	Eat 423	4I	...	...	Ros	8¼ x3¼x¼	C	156	90	41½	44x2¼	60x3	½	40
41	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	...	CD	Ros	9x3½x½	T	.....	.....	34	40x2½	58x3	½	41
42	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	...	CD	Ros	9x3½x½	T	.....	.....	34	40x2½	58x3	½	42
43	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	...	TD	Ros	7x3½x¼	C	110	.....	34	40x2½	56x3	½	43
44	Chi	D.Ful	Ful MGOG	A	4	No	Spi	.....	2F	R	Opt	Opt	.....	L4IHV	490	FX	Ros	6x2½x	P	Opt	Opt	32½	40½x3½	50½x3	N	44
45	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3¼x	I	97	64½	34½	41⅞x2½	54¼x3	¼	45
46	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	T	Var	Var	31½	41x2½	54¼x3	¼	46
47	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54x3	¼	47
48	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3	I	91	58½	34½	41⅛x2½	54¼x3	¼	48
49	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	64.2	Shu 5550	W2IM	420	CD	Ros	6x3	I	91	58½	34½	41⅞x2½	54¼x3	¼	49
50	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x	C	100	66	33	40x2½	50x3	N	50
51	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	51
52	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	52
53	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	53
54	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x	C	100	66	33	40x2½	50x3	N	54
55	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x	C	132	83	34	40x2½	50x3	N	55
56	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	56
57	Mod	P.Own	Own.....	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	57
58	Per	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	SF	H	6.83	43.8	Tim 33000H	L4IHV	399	FD	Ros	8x2¼x¼	T	114	75¼	31½	40x2½	52x3	½	58
59	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 35100H	L4IHV	545	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	½	59
60	Own	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	H	6.83	....	Tim 31000H	LH1H	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	¼	60
61	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	7.8	40.6	Tim 33020H	L4IHV	656	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	61
62	Mod	D.B-L	B-L 55	U	4	No	Spi 6	Wis 1418	2F	R	6.12	48.7	Tim 15300	W2IM	615	CD	Ros	6½x2½x½	P	112	75	33	42x2¼	56x3	½	62
63	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6½x2½x¼	P	95	73	33	42x2½	56x3	½	63
64	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2½	54x3	N	64
65	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	7.5	49.5	Tim 35000H	L4IHV	648	TX	Ros	7x4x¼	T	128	81	34	39x2½	53x3	N	65
66	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	66
67	Per	D.B-L	B-L 51–4	U	4	No	Spi	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	67
68	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	68
69	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56x3½	..	69
70	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	70
71	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56x3½	..	71
72	MeC	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 33000H	L4IH	660	TD	Ros	6½x3x¼	C	141	87	34	43x2¼	58x3	N	72
73	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	73
74	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	74
75	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	...	TD	Ros	6x3½x⅜	I	88	57½	31	40x2½	54x3	½	75
76	Mod	D.B-L	B-L 60–7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83¼	34	2½x44	50x3	..	76
77	Lon	P.Lon	Cov	U	4	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8½x2½x⅜	..	.....	64¼	34	41x2¼	56x3	½	77
78	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	78
79	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	79
80	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	L4IH	584	FX	Ros	.....	.....	.....	.....	.....	.....	.....	.....	80
81	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127	73	40½	38x2½	50x3	N	81
82	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x	C	156	94½	40½	38x2¼	50x3	N	82
83	MeC	P.B-L	Own	U	4	.. 2	Cle	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86¼	59½	40½	38x2½	50x3	N	83
84	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x	C	.....	.....	40½	38x2¼	54x3	N	84
85	You	D. Ful	Ful MG U	U	4	No	Spi	Tim 56200 H	BF	R	6.02	39.2	Tim 33020 H	L4IHV	578	TX	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	50x3	..	85
86	Lon	D Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	86
87	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	BF	R	7.80	49.5	Tim	L4IHV	392	TX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	87
88	Mod	D.Own	Own	U	5	3 Op	Spi	Wis	2F	R	7.16	55.7	Tim	L4IHV	396	CX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	88
89	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	Tim	B4IM	...	TX	Ros	9x2¾x	C	113	80¾	32	40x3	56x3	½	89
90	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM	...	TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	90
91	Fed	P.B-L	B-L	U	4	....	Spi	Clark	S	F	7.12	50.1	Clark	B4IMV	...	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	91
92	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	92
93	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	93
94	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	94
95	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	95
96	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2C	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8¼x3¼x½	C	146½	91½	34½	40½x3	56x3½	½	96
97	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 6D	O4IA	...	CI	Ros	8¼x3¼x½	C	156	91¾	34½	42x3	56x3½	..	97
98	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	H	6.33	41.4	Own 11D	OL4H1V	...	CI	Ros	7¼x2½x½	C	107½	67½	34	41x2½	54x3½	N	98
99	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34½	42x3	56x3½	..	99
100	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	100
101	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65200H	WF	H	6.75	37.4	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	101
102	Chi	D.B-L	B-L	U	4	No	Blo 4	Tim	SF	O	Opt	Opt	Tim 33000 H	L4IH	577	TX	Ros	6x3½x¼	T	Opt	Opt	34	41x2½	50½x3	..	102
103	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	103
																							3½ Ton			
104	Per	B-L	B-L 51 5	U	5	No	Spi	Wis 8817B	2F	H	9.51	56.7	Shu 550	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	104
105	Per	D.B-L	B-L 51–5	U	5	....	Spi	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765	..	Ros	8x3¼x¼	..	221	132	34	40x3	56x3½	..	105
106	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	106
107	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	107
108	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	½	108
109	Own	dp.Lon	Own T	U	12	A 3	Spi	Own TE	2F	H	7.09	....	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54¾x4	½	109
110	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86½	34½	40x2½	54x3	½	110
111	You	D.B-L	B-L 615	U	5	No	Blo	Tim 65720	WF	R	8.5	55.6	Tim 35000	L4IH	736	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	111
112	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Tim 35000	L4IH	736	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	112
113	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	½	113
114	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	...	RI	Ros	8x3¼x½	T	.....	.....	33¼	43½x3	51½x3	N	114
115	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3	C	115
116	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	.....	...	...	Ros	.....	.....	144	94½	.....	.....	.....	.....	116

Line Number	Make, Model and Capacity	General					Tire Size		Engine													Fuel System		Electrical System		
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Line Number
	3½ Ton—Cont'd																									
1	Concord JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4½-5½	411.0	40.8	85–2000	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	1
2	(Z)Corbitt 15B6	....	174	220	17500	5870	P 34x7	DP34x7	Con E-601	6-3⅞x4½	318.0	36.0	80–2500	L	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	2
3	(Z)Corbitt 15W6	....	183	224	17500	6160	P 34x7	DP34x7	Con E-601	6-3⅞x4½	318.0	36.0	80–2500	L	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	3
4	Duplex EF	....	130	....	17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57–2100	L	G	C	2⅝ r	10⅛	3	PS	No	Zen	V	Els	A-L	4
5	Federal U6-3-3½T	3860	165	218	20000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85–2200	H	C	C	2¾	13⅛	7	PC	KP	Str	M	D-R	D-R	5
6	Fisher-Std. 61-A	....	155	....	16800	5600	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	73–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	6
7	F.W.D. CU-6	5120	148	180	17500	7500	P 38x9	P 38x9	Wau SRS	6-4½x5½	411.	40.8	91–2300	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	NE	7
8	Garford 80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	8
9	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	10
10	(X)Gen. Mot. T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	11
11	(X)Gen. Mot. T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	12
12	(X)Gen. Mot. T-45	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	13
13	Gotfredson RW 76A	....	....	....	21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	13
14	Gotfredson RD 76A	....	....	....	21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	14
15	G-P 6-56, 3½-5	3325	158	195	15000	7100	B9.00/20	DB9.00/20	Lyc TS	6-3⅞x5	353.0	36.5	97–2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	15
16	G-P 65-8, 3½-5	3485	158	195	15000	7200	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¾	420.	45.0	140–3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	16
17	(V) Hug C87, 87M	....	....	....	21800	.....	P 36x8	DP36x8	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	17
18	Hug 43-3½-4T	....	160	205	.....	.....	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.4	45.9	102–2400	L	G	B	3	11½	7	PC	No	Zen	M	A-L	A-L	18
19	Indiana 3-4T 195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	FP	KP	Str	M	A-L	A-L	19
20	International W2	3900	148	200	.....	8400	S 36x5	S36x10	HaS 151	4-4¼x5½	312	28.9	59–1800	H	C	A	2¾	8¾	3	PC	HS	Zen	U	R-Bo	D-R	20
21	Kleiber 210	....	190	192	21000	7100	B 9.00/20	DB9.00/20	Con 20R	6-4⅛x4¾	380.9	40.8	89–2400	H	C	C	2¾	13⅛	7	CC	No	Str	M	D-R	D-R	21
22	Larrabee 65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	22
23	Moreland 2½T,B13,15	2850	184	....	15000	6315	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	75–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	23
24	Netco E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6-4⅜x5½	462.	45.9	100–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	24
25	Omort 35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6-4x4½	339.	38.4	73–2000	L	G	B	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	25
26	Oshkosh HC	5150	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YXC	6-4⅜x4¾	428.4	45.9	90–2000	L	G	C	3	15	7	PC	Ha	Zen	V	R-Bo	L-N	26
27	Relay 60DC	4745	175	192	.....	7800	P 38x7	DP40x8	Bud BA6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	27
28	Relay 80	5330	175	192	.....	8600	P 36x6	S 40x12	Bud BA 6	6-4½x5½	11.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	28
29	Schacht 28H,3½-5	....	146	227	.....	6900	B 9.00/20	DB9.00/20	Her WXC	6-4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	29
30	Service 80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA 6	6-4⅛x5½	411.0	40.	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	30
31	Sterling FW97, FD97	4225	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	31
32	Sterling FW97S, FD97S	4490	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	32
33	Sterling FC100	....	192	222	.....	7750	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	33
34	Stewart 19X	3690	165	235	.....	7110	S 36x5	S 36x10	Lyc TS	6-3⅞x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	34
35	Stewart 38-6	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	100–2000	L	G	C	3	12⅞	7	FP	Ha	Str	M	D-R	D-R	35
36	Stewart 38-8	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8-3¾x4¾	420.0	44.4	130–2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	36
37	Studebaker 99	3795	84	....	.....	5400	B 7.50/20	DB 7.50/20	Own	8-3½x4¾	337.0	39.2	115–3200	L	G	C	⅝	9⅛	5	PC	No	Str	M	D-R	D-R	37
38	Walter FM	5500	120	....	17000	7500	B 9.00/20	DB9.00/20	Own 6SRL	6-4⅜x5½	462	46.0	100–1800	L	G	C	3	13⅞	7	FP	Own	Zen	P	D-R	D-R	38
39	Ward LaFrance 30B18	....	197	209	18000	.....	B 9.00/20	DB9.00/20	Own	8-3½x4½	322	36.4	100–2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	39
40	Ward LaFrance 30R18	....	197	209	18000	.....	B 9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¼	381	40.8	83–2200	L	C	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	40
41	Ward-La France30B21	....	....	....	21000	.....	B 9.00/22	DB9.00/22	Own	8-3⅜x4½	322	36.4	100–2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	41
42	Ward-La France30R21	....	....	....	.....	.....	B 9.00/22	DB9.00/22	Wau 6MK	6-4⅛x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	42
43	White 55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	11⅜	3	FP	On	Zen	V	Els	....	43
44	White 631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3AD	6-4x5¼	396	38.4	82–1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	44
45	White 641-3½ Ton	6450	180	214	24000	9700	B9.75/20	DB9.75/20	Own 1AB	6-4⅜x5¾	519	45.9	108–1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	45
46	Wichita 6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6-4⅜x5½	462	46.0	97–2000	L	G	C	3	13⅞	7	CC	Wa	Str	M	D-R	D-R	46
47	Witt-Will R3B	....	159	....	15500	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	47
48	Witt-Will R35	4200	159	....	16800	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	48
49	Woods 53B	3995	190	Op	.....	6200	B 8.25/20	DB8.25/20	Her WXC 3	6-4¼x4½	383	43.3	84–2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	49
50	Woods 53W	4595	190	Op	.....	6675	B 9.00/20	DB9.00/20	Her WXC 3	6-4¼x4½	383	43.3	84–2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	50
	4 Ton																									
51	Acme 8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	381	40.8	89–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	51
52	Armleder 41	....	Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6-4x4½	339	38.4	75–2000	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	A-L	52
53	Atterbury C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	82–2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	53
54	Available T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	54
55	Brockway 3-4T 195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	FP	KP	Str	M	A-L	A-L	55
56	Chicago 1-35-E	2600	160	208	15300	5800	B 8.25/20	DB8.25/20	Wau MK	6-4⅛x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	56
57	Clinton 90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50–1400	L	G	C	2¾ r	11⅛	3	PC	Bu	Zen	V	Spl	D-R	57
58	Clinton 90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50–1400	L	G	C	2¾	11⅛	3	PC	Bu	Zen	V	Spl	D-R	58
59	Commerce 80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	59
60	Condor GGB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4½	428.4	45.9	100–2200	H	C	C	2¾	13⅞	7	PC	No	Zen	M	A-L	A-L	60
61	(Z)Corbitt 18	....	178	230	21600	8100	P 36x8	DP36x8	Con E-602	6-4½x4½	360.0	40.8	88–2500	L	C	C	2¾	12⅞	..	FP	No	Zen	V	D-R	D-R	61
62	Day Elder 200	3295	156	204	20000	7600	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	62
63	Diamond T 603	3300	169	230	20000	7500	B 9.00/20	DB 9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	14	7	PC	Ha	Zen	M	A-L	A-L	63
64	Diamond T 606	3600	177	244	19000	7500	B9.00/20	DB 9.00/22	Her RXB	6-4½x5¼	453.0	48.6	110–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	L-N	L-N	64
65	Diamond T 750-4, 5 T	4650	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her RXC	6-4½x5¼	529	51.3	124–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	65
66	Fageol 370	4350	182	200	.....	8080	B9.00x20	DB 9.00x20	Wau SRL	6-4⅜x5⅛	462.0	46.0	98–2000	L	G	A	3	13⅞	7	PC	No	Zen	V	D-R	D-R	66
67	Fisher-Std. 80-A	....	146	....	21600	6900	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	81–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	67
68	Fisher-Std. 85-A	....	146	....	21600	7900	P 36x8	DP36x8	Con 21R	6-4½x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	68
69	FWD. 8SU	5220	148	Op	18600	7600	P 38x9	P 38x9	Wau SRL	6-4⅜x5⅛	462.0	45.9	102–2400	L	G	C	3	13⅞	7	PC	Wa	Zen	V	R-Bo	NE	69
70	Garford 80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	70
71	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	71
72	(X)Gen. Mot. T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	72
73	(X)Gen. Mot. T44	2065	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	73
74	(X)Gen. Mot. T-45	2095	141	181	16000	5235	B 8.25/20	DB8.25/20	Own 257	6-3⅛x4⅛	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	74
75	(X)Gen. Mot. T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	75
76	(X)Gen. Mot. T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	76
77	Gotfredson RW 84A	....	160	180	.....	8400	P 347	DS40x7	Bud YBUI	4-4½x6	....	32.4	....	L	....	....	....	....	....	PC	Pe	Str	M	R-Bo	D-R	77
78	Gramm GY	....	190	210	18000	7700	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428.4	45.9	100–2200	H	C	C	2¾	13⅞	7	PC	No	Zen	M	A-L	A-L	78
79	Gramm G	....	160	235	24000	7950	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427	45.9	100–2200	H	C	C	2¾	13⅞	7	PC	....	Zen	M	A-L	A-L	79
80	G-P 75-6, 4-6	4220	154	191	19000	7400	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462.	45.9	100–2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	80
81	G-P 75-8 4-6	4185	174	Op	19000	7500	B9.75/20	DB9.75/20	Lyc AEC	8-3¾x4¾	420	45.0	135–3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	81
82	Hahn & Selden 47D	....	151	184	19500	7800	P 38x8	DP38x8	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	N	2¾	....	7	FP	No	Zen	V	A	A-L	82
83	Hendrickson U6–24	....	Op	Op	24000	8200	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	83
84	Indiana 3-4T 195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	84
85	Kenworth 185	4750	185	211	.....	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	85
86	Kenworth 205	5850	172	223	.....	7700	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	18.6	114–1900	L	G	C	3	10⅞	4	PC	Bu	Zen	M	D-R	D-R	86
87	Kenworth 220	5200	194	221	.....	8400	P 36x8	DP36x8	Her YXC2	6-4½x4¾	453.0	48.6	98–2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	87
88	Kleiber 225	....	202	....	22500	7500	B9.25/20	DB9.75/20	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅞	7	FP	No	Str	M	D-R	D-R	88
89	LaFrance-Republic H-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6-3⅞x5	354	36.2	86–2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	89
90	Lange F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6-4⅜x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	90
91	Larrabee 75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	380.8	40.8	89–2400	H	C	C	2¾	13⅞	7	FP	No	Zen	G	D-R	D-R	91
92	LeMoon HB30	3950	169	199	20000	7400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅛x5½	462	45.9	98–2000	L	G	C	3	13⅞	4	PC	Wa	Str	M	A-L	A-L	92
93	LeMoon HB38	3950	175	205	24000	7700	B 9.75/20	DB9.75/20	Lyc AEC	8-3¾x4¾	420.0	44.4	130–2800	L	G	C	2¾	12¾	5	FP	Ha	Str	M	D-R	D-R	93
94	Maccar 66A	5750	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6-4¾x4¾	479.0	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	94
95	Mack BC	5250	154	190	.....	.....	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103–2600	L	G	C	3	12⅞	7	FP	Ha	Str	V	N-E	N-E	95
96	Noble 166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6-4½x4¾	381	40.8	88–2400	H	G	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	96
97	Oshkosh HXC	5675	146	165	19700	8200	B10.50/20	DB10.50/20	Her RXB	6-4½x5¼	501.0	48.6	106–2000	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	L-N	97
98	Pierce-Arrow PX	....	160	200	24000	9400	B10.50/20	DB10.50/20	Own	6-4½x4¾	479.0	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	98
99	Relay 80	5380	175	192	.....	8800	P 38x7	S 40x14	Bud BA 6	6-4½x5½	411	10.8	83–2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	99
100	Reo HJK	....	170	190	20000	6280	B8.25/20	DB9.00/20	Own	6-4⅛x4¾	381.0	40.8	101–2600	L	G	B	3	12⅞	7	FP	No	Sch	M	D-R	D-R	100
101	Schacht 28HA,& 5½	....	146	227	.....	7050	B 9.75/20	DB9.75/20	Her WXC	6-4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	101
102	Schacht 30H,& 5½	....	146	227	.....	7100	B 9.00/20	DB9.00/20	Her WXC	6-4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	102
103	Service 80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5½	411	40.8	83–2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	103
104	Sterling FW97, FD97	4225	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	104
105	Sterling FW97S, FD97S	4490	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	105
106	Sterling FW115, FD115	4805	192	222	.....	8750	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	106
107	Sterling FC107	5200	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	107
108	Sterling FC120	5350	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6-4⅛x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	108
109	Ward La France .35R	....	Op	Op	23000	.....	B9.75/20	DB9.75/20	Wau 8RL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	109
110	Ward-La France. .35B	....	Op	Op	23000	.....	B 9.75/20	DB9.75/20	Lyc	8-3¾x4¾	420	45.	130–2800	L	G	C	2¾	12¾	5	FP	No	Zen	..	D-R	D-R	110
111	White 642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5¾	519	45.9	108–1800	H	C	S	3	15⅛	7	FP	No	Zen	E	L-N	L-N	111
112	Witt-Will R4	4440	159	....	21600	8000	P9.75/20	DP9.75/20	Con 20R	6-4½x4¾	381	40.8	88–2200	H	C	N	2¾	13⅞	7	FP	No	Zen	E	D-R	D-R	112
113	Witt-Will R4X	4600	159	....	21600	8000	P9.75/20	DP9.75/20	Con 21R	6-4⅝x4¾	427	45.9	100–2600	H	C	N	2¾	13⅞	7	FP	No	Zen	E	D-R	D-R	113
114	Woods 75	4960	190	Op	.....	7200	B 9.75/20	DB9.75/20	Her YXC 3	6-4⅝x4¾	479	51.2	104–2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	114
115	World DA-115	3595	168	182	17500	6100	P 36x8	DP36x

Line Number	Radiator Make	Clutch Type and Make	Gear Set Make and Model	Gear Set Location	Gear Set No. of Forward Speeds	Gear Set Aux. Locat. and Speeds	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Rear Axle Drive and Torque	Rear Axle Gear Ratios Reduc. in High	Rear Axle Gear Ratios Reduc. in Low	Front Axle Make and Model	Brakes Service	Brakes Area Service Brakes	Brakes Hand	Steering Gear Make	Frame Dim. Side Rail	Frame Type	Body Mounting Data Cab to Rear of Frame	Body Mounting Data Cab to Rear Axle	Body Mounting Data Width of Frame	Springs Front	Springs Rear	Springs Auxiliary Type	Line Number
																		3½ Ton—Cont'd								
1	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x1⅝	C	Opt	Opt	32¼	38½x2½	50½x3	½	1
2	Per	P.B-L	B-L 514	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TD	Ros	7x3½x1¼	T	144	88	34	40x2½	54x3	½	2
3	Per	P.B-L	B-L 514	U	4	No	Spi 3	Tim 65200	w/2	H	Opt	Opt	Tim 33000H	L4IH	660	TD	Ros	7x3½x1¼	T	144	97	34	40x2½	54x3	½	3
4	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M		TX	Woh	6x3⅛x¼	I			39⅛	44x3	44x3	N	4
5	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim65706 HP	w/2	R	6.8	64.6	Own	L4IHV	767	RI	Ros	7½x3⅛x¼	C	119	81⅛	34	42x2½	54x3	½	5
6	Lon	B-L	B-L 51	A	4	No	Spi 4	Tim 58200H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6½x2½x⅛	C	144	79	32	43x2½	54x3	½	6
7	Per	O. H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x⅛	C	132	93	36	42¾x2½	52¾x2½	½	7
8	Lon	P.B&B	B-L 60 Max	A	7	. . . .	Blo	Tim 66700DP	WF	. .	10.3	98.2	Tim 16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		8
9	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	9
10	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	10
11	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	11
12	Lon	D-Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	12
13	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x⅛	C	. . . . .		32½	40x2½	54x3	½	13
14	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x⅛	C	. . . . .		32½	40x2½	54x3	½	14
15	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	. . .	CD	Ros	10x3¼x⅛	T	. . . . .		. . .	40 .3	58x3½	½	15
16	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4IH	. . .	CD	Ros	10x3½x⅛	T	. . . . .		. . .	40 .3	58x3½	½	16
17	You	D.B-L	B-L 55-7	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3½x¼	I	96⅞	64½	34½	41⅞x2½	54½x3	¼	17
18	You	. .B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237H	2I	H	. . . .	. . . .	Shu 632 3	L4IH	. . .	CD	Ros	8x3x¼	T	. . . . .			41⅞x2½	54½x3		18
19	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	19
20	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	20
21	Own	D.B-L	B-L 55	A	7	No	Spi	EatDR2412H	. . . .	R	7.25	77.0	Tim 33020H	L4IHV	676	FD	Ros	7½x3x¼	C	170	Opt	34	38x2½	52x3	½	21
22	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	22
23	Lon	P.B-L	B-L 314	U	4	. . . .	Pet 3	Tim 56200 H	SF	R	6.17	40.7	Tim 33020 H	L4IH	578	. .	Ros	9⅛x3½x⅛	. .	156	101	34	40x2½	54x3	½	23
24	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	40.1	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	½	24
25	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	. . .	TD	Ros	6x3¼x½	I	108	74	31	40x2½	54x3	½	25
26	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	. .	113¼	83⅞	34	2½x44	50x3	½	26
27	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	. .	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	. .	156	97½	34	42x2½	54x3	. .	27
28	Lon	P.B&B	Cov S HO	A	8	. . . .	Blo	Own 74	2R	. .	9.95	84.2	Tim 16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		28
29	You	D.FUL	Ful MG U	U	4	No	Spi	Tim 58200 H	BF	R	6.83	43.8	Tim 33020 H	L4IHV	452	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	29
30	Lon	P.B&B	B-L 60 Max	A	7	. . . .	Blo	Tim 66700DP	WF	. .	10.3	98.2	Tim 16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		30
31	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	31
32	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	32
33	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	61.2	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	33
34	Fed	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	. . .	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	34
35	Fed	B-L	B-L	U	4	A 3	Spi	Tim	DF	. .	7.3	147	Eat	B4IMV	. . .	TX	Ros	9x⅛	C	142	84½	32	40x3	56x3	½	35
36	Fed	B-L	B-L	U	4	A 3	Spi	Tim	DF	. .	7.3	147	Eat	B4IMV	. . .	TX	Ros	9x⅛	C	142	84½	32	40x3	56x3	½	36
37	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8⅛x3x⅛	. .	143⅝	91⅝	41½	38x2½	56¾x3	N	37
38	Own	Own	Own	U	5	No	Own	Own	2D	H	6.00	60.0	Own	O4FXM	450	FM	Ros	12x2¾x¼	P	126	84	34	48x4	48x4	½	38
39	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	12x3½x⅛	. .	Opt	Opt	33	40x2½	60x3	½	39
40	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	12x3½x⅛	. .	Opt	Opt	33	40x2½	60x3	½	40
41	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	12x3½x⅛	. .	Opt	Opt	33	40x2½	60x3	½	41
42	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	12x3½x⅛	. .	Opt	Opt	33	40x2½	60x3	½	42
43	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.3	66.1	Own 55	OPXM	224	2I	Own	8x	I	167⅝	107½	42½	44x3	51⅞x5	N	43
44	. . . .	P.Own	Own	U	4	No	Spi 4	Own 2C	FD	R	5.70	56.9	Own	O4IHV	. . .	CI	Ros	8x3x¼	C	109¾	74¾	34⅛	42x3	56x3½	. .	44
45	. . . .	dp.O'n	Own 7B	U	4	No	Spi 4	Own 2C	FD	R	7.16	46.9	Own 9D	L4IA	. . .	CI	Ros	8½x3⅛x⅛	C	156	91¾	34⅛	42x3	56x3½	. .	45
46	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¼	91¾	30	40x2½	56x3	½	46
47	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	47
48	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720 H	WF	H	6.75	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	48
49	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200 H	SF	R	Opt	Opt	Tim 35000 H	L4IH	660	FD	Ros	7x3½x½	P	Opt	Opt	34	41x2½	50½x3	½	49
50	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	50
																								4 Ton		
51	Per	. .B-L	B-L 60-4	A	4	. . . .	Spi	Tim 65720H	WF	R	7.75	41.5	Tim 35000	L4ID	768	TD	Ros	7x3¼x1¼	P	168	105½	34	40x2½	54x3	½	51
52	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	. . . .	. . . .	Shu 5572	L4IHV	. . .	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62½x3	½	52
53	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3¼	¼	53
54	You	D.B-L	B-L 70-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Tim 26450	L4IHV	673	TD	Ros	7x2½x⅜	P	Opt	Opt	32	40x2½	50x3	½	54
55	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	55
56	Chi	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	R	6.8	42.0	Tim 33020H	L4IHV	660	TX	Ros	7x4x¼	P	Opt	Opt	33½	41½x2½	56x3		56
57	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	57
58	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	58
59	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 66700DP	WF	. .	10.3	98.2	Tim 16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		59
60	Per	D Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	. . .	FD	Ros	8¼x3¼x¼	C	176⅛	119⅛	41⅓	44x2½	60x3	½	60
61	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	w/2	H	8.75	46.8	Tim 35000H	L4IHV	768	TD	Ros	8x3½x¼	T	132	92	34	40x2¼	54x3	½	61
62	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65720H	WF	R	7.75	43.5	Tim 35000H	L4IHV	768	TD	Ros	9x3½x¼	P	132	80½	34	42x2½	56x3	½	62
63	G&O	D.Cov	Cov	U	4	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45½x2½	56x3	½	63
64	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45½x2½	56x3	½	64
65	G&O	D.Cov	Cov	A	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x⅛	P	138	89¼	34	46x3	56x3½	½	65
66	Per	P.B-L	B-L 554&60	U	12	A3	Spi 4	Tim 65706	WF	R	5.19	127	Tim 15302	T2IMV	510	TX	Ros	7½x3½x⅛	C	172⅛	101⅝	33½	41x3	56x3½	N	66
67	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 65720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x⅛	C	126	69	32	43x2½	54x3	½	67
68	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x⅛	C	126	69	32	43x2½	54x3	½	68
69	Per	O.H-S	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x⅛	C	132	93	36	42¾x2½	52¾x2½	½	69
70	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim66700DP	WF	. .	10.3	98.2	Tim 16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		70
71	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	71
72	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	72
73	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	73
74	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	74
75	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	75
76	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	76
77	MeC	D B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	. .	10.3	98.1	Tim 16710H	. . . . .			Ros	. . . . .		. . . . .			. . . .	. . . .		77
78	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	736	FD	Ros	8¾x3¼x¼	C	176⅛	119⅛	41⅓	44x2½	60x3	½	78
79	Per	D.B-L	B-L	U	4	. . . .	Blo	Wis 1237	2F	H	6.8	49.0	Tim	L4IHV	768	FD	Ros	12x2½x¼	P	98	67	34	42x2½	52x3	. .	79
80	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH	. . .	CD	Ros	11x3½x⅛	T	. . . . .			40x3	58x3½	. .	80
81	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	. . .	CD	Ros	11x3½x⅛	T	. . . . .			40x3	58x3½	. .	81
82	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R	. . . .	. . . .	Tim 15733 H	L4IHV	. . .	TD	Ros	7x3½x¼	P	110		34	40x2½	56x3	½	82
83	Chi	D.B-L	B-L 60-7	A	7	No	Spi	Tim	2F	R	Opt	Opt	Tim	Ws4IA	. . .	FX	Ros	8x3x⅛	P	Opt	Opt	36	43x3½	53x3½	N	83
84	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	84
85	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 35100	L4IHV	545	TD	Ros	9x3x¼	T	150	100¼	33¼	42x2½	56x3	½	85
86	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x⅛	T	132	85⅝	33¼	42x2½	56x3	½	86
87	Per	D.B-L	B-L 554	U	8	A3	Spi 4	Ti' 66720	WF	. .	7.8	74.0	Tim 35100H	T4IHV	649	FD	Ros	9x3x¼	. .	162	111	33¼	42x2½	56x3½	½	87
88	Fed	D.B-L	B-L 55&60	A	12	A	Spi	Eat 2412H	2	H	Opt	Opt	Tim 35120H	L4IHV	870	TD	Ros	7x3½	. .	. . . . .		34	44x2½	52x3	¼	88
89	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	P	137¼	90	32	39x2½	60x3	½	89
90	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x⅛	P	154½	99½	37	44x3	56x4	½	90
91	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65720DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3¼x¼	P	Opt	Opt	34	40x2½	56x3	½	91
92	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65720HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	P	128	81	34	39x2½	53x3	N	92
93	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Tim 65720HP	WF	R	6.0	42.0	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	P	128	81	34	39x2½	53x3	N	93
94	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	H	6.80	64.6	Tim 26450W	W4IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	94
95	Own	P.Own	Own BC	A	7	No	Spi 4	Own BC	2F	H	6.69	89.1	Own BC	O4IV	610	FD	Own	8½x3x⅛	T	120	73	33¼	42½x3	56½x3½	¼	95
96	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65720H	WF	H	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	96
97	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	168	2I	Han	7x2½x½	. .	113¼	83¼	34	44x2½	50x3	½	97
98	Lon	P. Lon	Cov	A	4	No	Cle	Tin	. .	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x⅛	C	132⅛	78⅝	34	41x3	56x3½	½	98
99	Lon	P.B&B	Cov S HO	A	8	. . . .	Blo	Own 74	2R	. .	9.95	84.2	Tim16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		99
100	MeC	dp-Lon	Own	U	4	. . . .	Cle575	Cla	SF	H	6.43	42.4	Own	L4IHV	390	FD	Ros	10x3x¼	C	143	83	34	44x3	56x3½	. .	100
101	You	D.Ful	Ful MG U	. .	4	No	Spi	Tim 58200 H	BF	R	6.83	43.8	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	101
102	You	D.Ful	Ful MG U	. .	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	102
103	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim66700DP	WF	. .	10.3	98.2	Tim 16302	. . . . .			Ros	. . . . .		144	94½		. . . .	. . . .		103
104	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	104
105	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w 2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	105
106	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	106
107	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	8.2	54.6	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	107
108	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	108
109	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	14x3½x⅛	. .	Opt	Opt	33	40x2½	62x3½	½	109
110	Mod	P.B-L	B-L	A	4	Opt	Opt	Tim	WF	R	Opt	Opt	Tim	T2IMV	. . .	TD	Ros	14x3½x⅛	. .	Opt	Opt	33	44x3	62x3½	½	110
111	. . . .	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	. . .	CI	Ros	8½x3⅛x⅛	C	156	91¾	34⅛	42x3	52x5	N	111
112	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	7.25	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	112
113	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	6.8	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	113
114	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x⅛	P	Opt	Opt	34	41½x2½	53x3	½	114
115	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	Rated H.P.	N.A.C.C.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	4½ Ton																										
1	Gott'dson RD,RW96A	....	....	....	24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4⅝x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	1
2	Larrabee 85	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4¾x4¾	424.4	45.9	97–2400	H	C	C	2¾	15	7	FP	No	Zen	G	D-R	D-R	2
3	Moreland...4T,B16,18	3025	184	....	18000	6695	B 9.00/20	DB9.00/20	Her WXC	6-4x4½	339.0	38.4	75–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	3
4	Moreland...4T,E16,18	3300	184	....	18000	6960	B 9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	383.0	43.3	92–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	4
5	Schacht...30HA,& 6	....	146	227	.....	7250	B 9.75/20	DB9.75/20	Her WXC	6-4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	5
6	Schacht....35H,& 6½	....	146	227	.....	7700	B 9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	360.8	40.3	80–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	6
7	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4⅝x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	7
	5 Ton																										
8	Acme.....10X Spec	....	192	Op	23500	9400	B10.50/20	DB10.50/20	Con 21R	6-4¾x4¾	428.4	45.9	100–2200	H	C	N	2¾	13	7	PC	Ha	Str	M	A-L	A-L	8
9	Acme.....10X	....	194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6-4½x5¾	548.6	48.6	105–2000	L	G	A	3	13	7	PC	Pe	Str	M	A-L	A-L	9
10	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115–1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	10
11	Armleder.....61	....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4¼x4½	360	40.8	80–2200	L	G	B	2⅝	13¼	7	FP	Ha	Zen	V	A-L	A-L	11
12	Atterbury.....100	....	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4¾x4¾	428.4	45.9	101–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	12
13	Autocar 3½ & 5T....C	5500	172	186	28000	9705	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	13
14	Autocar.....TFA	6100	192	242	28000	9430	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	14
15	Available.....T-50	....	Op	Op	22000	9300	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125–1900	L	G	C	3½	11¾	4	CC	Wa	Str	M	D-R	D-R	15
16	Brockway....4-5T–220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L	16
17	Chicago.....1-50-B	....	140	236	18780	7780	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅝x5½	462.0	45.9	97–2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	17
18	Clinton.....120L	5500	204	Op	27050	9550	3 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝ r	12⅛	3	PC	Bu	Zen	V	Spl	A-Bo	18
19	Clinton.....120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝ r	12⅛	3	FP	Bu	Str	V	Spl	A-Bo	19
20	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4½x5½	411	40.8	105–2200	L	G	C	2½	9⅛	4	FP	Bu	Str	V	D-R	D-R	20
21	Coleman X-100F 5-7½	....	144	184	29800	11300	B 10.50/24	B 10.50/24	Bud GF-6	6-4¾x6	638	54.1	126–1850	L	G	C	3	10⅛	4	FP	Bu	Str	V	D-R	D-R	21
22	Commerce.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	22
23	Condor.....CHB	....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5½	611.4	54.1	127–2300	L	G	A	3	13⅛	7	PC	Pe	Zen	M	A-L	A-L	23
24	Condor.....CGW	....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	428	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	O	A-L	A-L	24
25	(Z)Corbitt.....24	....	195	230	24800	9200	B9.75/20	DB9.75/20	Con 20R	6-4¼x4¾	381	40.8	88–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	O	D-R	D-R	25
26	Day Elder.....240	4295	162	202	24000	9500	P 38x9	DP38x9	Con 21R	6-4⅝x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅞	7	FP	Co	Zen	V	D-R	D-R	26
27	Diamond T.....750	4650	178	238	24000	9000	B 9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	529.0	51.3	124–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	27
28	Douglas.....F4	5500	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝	12⅛	3	PC	Bu	Zen	E	L-N	L-N	28
29	Douglas.....F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114–1900	L	G	C	3	10⅞	4	PC	Bu	Zen	E	L-N	L-N	29
30	Duplex....M 5-7 Ton	7600	Op	....	28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105–2200	L	G	C	3	10½	4	FP	....	Str	A	A-L	A-L	30
31	Federal..... C7 5-6T	4485	195	249	24000	9350	B9.75/20	DB9.75/20	Con 21R	6-4⅝x4¾	428.0	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	31
32	Federal..... C8 5-6T	4895	195	249	24000	9450	B9.75/20	DB9.75/20	Con 21R	6-4⅝x4¾	428.0	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	32
33	Fisher-Std.....100A	....	168	....	21600	8300	P 36x8	DP36x8	Con 21R	6-4⅝x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	33
34	Fisher-Standard..105A	....	168	....	25000	8400	P 38x9	DP38x9	Con 21R	6-4⅝x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	34
35	F.W.D.....M5	7600	165	195	24800	11800	B 12.75/20	B 12.75/20	WauSRL	6-4¾x5½	462	45.9	102–2400	L	G	C	3	13½	7	PC	Wa	Zen	M	N-E	N-E	35
36	Garford.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	36
37	(X)Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	37
38	(X) Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	FC	Ha	Mar	M	D-R	D-R	38
39	(X) Gen. Mot.....T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	39
40	(X)Gen. Mot.....T61	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	40
41	(X) Gen. Mot.....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	41
42	(X)Gen. Mot.....T-83	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	42
43	Gotfredson...RW-86A	....	Op	....	.....	....	P 38x9	DP38x9	Her YXC3	6-4⅝x4¾	478.8	51.2	105–....	L	G	C	3	....	7	FP	Pe	Str	M	D-R	D-R	43
44	Gramm GW 5-	....	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428.0	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	44
45	Gramm....HY, 5-	....	210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5½	611.4	54.1	127–2300	L	G	A	3	13⅛	7	PC	Pe	Zen	M	A-L	A-L	45
46	Hahn & Selden.....67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	....	7	FP	No	Zen	M	A-L	A-L	46
47	Hug.....C97, 97	....	133	213	26000	11000	P 38x9	DP38x9	Bud BA6	6-4½x5¼	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	M	R-Bo	D-R	47
48	Indiana.....4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L	48
49	International.....W-3	4850	160	235	.....	10125	S 36x6°	S 40x12°	Ha S152	4-4¾x5½	390.0	36.1	69–1800	H	G	A	3	8⅜	3	PC	HS	Zen	V	R-Bo	....	49
50	Kenworth.....240	5450	170	221	.....	8400	P 36x8	DP36x8	Her YXC3	6-4⅝x4¾	478	51.2	103–2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	50
51	Kleiber.....260	....	206	....	26000	9000	B9.75/20	DB9.75/20	Bud GF6	6-4¾x6	638.0	54.1	126–1850	L	G	C	3	13⅞	7	FP	No	Str	N	D-R	....	51
52	LaFra.-Republic...M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	462.0	46.0	97–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	52
53	Lange.....T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	99–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	53
54	Maccar.....86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75–2200	L	G	C	2½	9⅛	4	PC	Pe	Str	V	D-R	D-R	54
55	Maccar.....86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅜x4¾	479.8	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Str	V	D-R	D-R	55
56	Mack BJ.....	6150	169	240	.....	.....	S 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	3	PS	On	Str	V	R-Bo	N-E	56
57	Mack AK.....	5150	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	....	57
58	Mack AK.....	5250	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	....	58
59	Mack AK.....	6450	174	240	.....	.....	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	59
60	Mack AC.....	4950	156	240	.....	.....	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	....	60
61	Moreland.....EX-7	4325	182	....	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	360.8	40.8	78–....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	61
62	Netco.....J	5300	140	200	33200	9500	B 40x8	B 40x8	Wau SRK	6-4⅜x5½	517	48.6	110–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	62
63	Oshkosh.....FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her RXC	6-4⅝x5¼	529.0	51.2	112–2000	L	G	C	3	15	7	PC	Ha	Str	M	RBo	L-N	63
64	Pierce-Arrow.....PY	....	160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4⅝x4¾	479.	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	64
65	Relay.....100AC	6615	230	....	.....	10000	B 9.00/24	DB9.00/24	Con 21R	6-4½x4¾	428.4	45.9	100–2200	L	G	C	2¾	12⅛	7	PC	No	Str	V	A-L	A-L	65
66	Schacht...35HA,& 7	....	146	227	.....	7850	B 9.75/20	DB9.75/20	Her WXC2	6-4¼x4½	360.8	40.3	80–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	66
67	Schacht....40H,& 5½	....	154	213	.....	8100	B 9.75/20	DB9.75/20	Her YXC	6-4½x4¼	428.4	45.9	102–2400	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	67
68	Service.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	68
69	Sterling FW115, FD115	4805	192	222	.....	8750	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	69
70	Sterling FW140, FD140	6070	192	222	.....	10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	70
71	Sterling.....FC120	5350	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6-4½x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	71
72	Sterling.....FC135	5825	192	222	.....	8900	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	72
73	Stewart.....31X	4990	165	235	.....	9340	S 36x6	DS36x6	Wau 6SRK	6-4⅝x5½	516	51.2	105–2000	L	G	C	3	12⅞	7	PS	....	Str	V	D-R	D-R	73
74	Walter.....FKD	6300	118	Op	21000	8100	B 9.00/24	DB9.00/24	Own 6	6-4⅜x5½	462.0	46.0	100–1800	L	G	C	3	13⅞	7	PC	On	Str	V	R-Bo	D-R	74
75	Ward-La France..45R	....	Op	Op	25000	.....	B 9.75/22	DB9.75/22	Wau SRL	6-4⅜x5⅝	462	45.9	97–2000	L	G	C	3	11⅞	7	FP	Wa	Str	P	D-R	D-R	75
76	Ward-La France..45B	....	Op	Op	25000	.....	B 9.75/22	DB9.75/22	Lyc	8-3¾x4¾	420	45.	130–2800	L	G	C	2¾	12⅝	5	FP	No	Zen	P	D-R	D-R	76
77	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54–1650	L	G	S	2¾	11¾	3	FP	On	Zen	V	Els	....	77
78	White.....55	4650	174	215	21500	8737	S 36x6°	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54–1800	L	G	S	2¾	11¾	3	FP	On	Zen	E	Els	....	78
79	White.....643-5 Ton	6950	180	214	32000	10900	B10.50/ 24	DB10.50/24	Own 1AB	6-4⅜x5½	519	45.9	108–1800	H	G	S	3	15½	7	FP	Own	Zen	E	L-N	L-N	79
80	Witt-Will.....R5	5300	159	....	24000	9000	B10.50/20	DB10.50/20	Con 20R	6-4½x4¾	381	40.8	88–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	80
81	Woods.....90	5560	190	Op	.....	8100	B 9.75/22	DB9.75/22	Her YXC 4	6-4½x5¼	529	51.2	124–2200	L	G	C	....	15	7	PC	Ha	Str	M	R-Bo	A-L	81
82	World.....DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115–3300	L	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L	82
	5½ Ton and More																										
83	A.C.F.....T-160	....	186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	468	43.3	120–2200	H	C	A	2¾	10¾	4	CC	Ha	Zen	V	D-R	D-R	83
84	A.C.F.....T-175B	....	186	222	24300	10400	B 10.50/22	B10.50/22	Ha 175	6-5x6	707	60	175–2200	H	C	A	3½	14½	7	CC	Ha	Zen	M	D-R	D-R	84
85	A.C.F.....T-176A	....	186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6-5x6	707	60	175–2200	H	C	A	3½	14½	7	CC	Ha	Zen	M	D-R	D-R	85
86	Am.-LaF. Big Ch. 16R	6725	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50–1200	L	G	C	2⅝	9⅛	3	FP	Bu	Zen	V	D-R	D-R	86
87	Autocar.....CE	6000	172	203	30000	10400	S 36x7	DS40x8	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	87
88	Autocar...F 7½ Ton	6800	173	214	32000	11100	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	88
89	Brockway5½-7½T250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅝x4½	427.5	45.9	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L	89
90	Brockway 7½-10T-290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116–1800	L	G	C	3	13⅜	7	FP	Pe	Str	E	L-N	L-N	90
91	Clinton..120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝ r	12⅛	3	PC	Bu	Zen	V	Spl	D-R	91
92	Coleman F-200 7½ Ton	....	144	148	32000	13750	B10.50/24	DB10.5/24	Sterling	6-5½x6	779.3	66.1	177–2200	L	G	A	3	13½	7	FP	St	Sch	P	N-E	N-E	92
93	Commerce.....100 ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	93
94	(Z)Corbitt 5-7½ T...33	....	195	230	33200	10000	P 40x10	DP40x10	Con 21R	6-4¾x4¾	427.5	45.9	112–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	94
95	Federal.....X8 7½ Ton	5085	162	186	30000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61–1350	L	G	C	2⅜	10½	3	FP	Pe	Zen	V	A-Bo	D-R	95
96	Federal..X8R 7½ Ton	5810	162	186	20000	10475	P 40x8	DP40x8	Con 21R	6-4¾x4¾	427	45.9	100–2200	I	C	C	2¾	13⅞	7	PC	KP	Zen	M	D-R	D-R	96
97	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.	60.	125–2000	L	G	C	3½	11¾	4	PC	Wa	Zen	M	N E	N-E	97
98	Garford.....100ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5¼	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	98
99	(X)Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	99
100	(X)Gen. Mot.....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	100
101	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	101
102	(X)Gen.Mot.T615-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	102
103	(X)Gen.Mot.T82...5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	103
104	(X)Gen.Mot. T-83, 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	104
105	(X)Gen. Mot. T85 5-8	5600	171	204	30000	10630	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	40.3	115–2100	H	G	A	2¾	14⅛	7	FP	Ha	Str	M	D-R	D-R	105
106	Gotfredson...RW104A	....	169	193	.....	12000	S 36x6	DS40x8	Bud BBU	4-5x6½	....	40.0	....	L	....	....	....	....	....	PC	Pe	Zen	V	R-Bo	D-R	106
107	Gotfredson...RW106A	....	173	196	.....	12400	S 36x6	DS40x8	Own	6-4¾x4¾	....	48.6	....	L	....	....	....	....	....	PC	Pe	Str	M	R-Bo	D-R	107
108	Gramm..EF 3½,4,5½	....	160	224	22000	6500	B 9.75/20	DB9.75/20	Lyc TS	6-3⅞x4½	353.8	36.2	98–2700	L	G	C	2¾	10	4	PC	No	Til	M	A-L	A-L	108
109	G-P.....85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11¾	4	PC	Wa	Str	M	A-L	A-L	109
110	G-P.....85-8, 5-7	....	169	Op	24000	9100	B10.50/ 20	DB10.50/2	Lyc AED	8-3¾x4½	420	45.0	140–3000	L	G	C	2¾	11½	5	PC	Mo	Str	M	A-L	A-L	110
111	G-P.....95-6, 7-10	6670	159	196	33000	10400	B10.50/ 24	DB10.50/2	Wau 6RB	6-5x5¾	677.0	60.0	125–2900	L	G	A	3½	11¾	4	PC	Wa	Str	M	A-L	A-L	111
112	Hahn & Selden.77 5-7	....	....	....	27800	.....	.....	.....	.....	.....	611.4	....	127–2300	..	C	A	3	....	....	....	....	....	....	....	....	....	112

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							4½ Ton			
1	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	W/2	R	9.5	90.2	Tim 26450H	L4IH	...	FD	Ros	8x3½x¼	C	.....	.....	32⅛	40x2½	54x4	½	1
2	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	...	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	2
3	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	40.5	Tim 33020 H	L4IH	659	....	Ros	9¼x3½x¼	..	156	101	34	40x2½	54x3	½	3
4	Lon	P.B-L	B-L 51-4	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	32.9	Tim 33020 H	L4IH	659	....	Ros	9¼x3½x¼	..	156	99⅝	34	41½x2½	54x3	½	4
5	You	D.Ful	Ful MG U	U	4	No	.....	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	5
6	You	D.Ful	Ful MG U	U	4	No	.....	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8¼x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	6
7	Own	P.B-L	B-L 615	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x¼	C	Opt.	Opt.	33	40x2¼	56x3½	½	7
																							5 Ton			
8	Per	B-L	B-L 60-7	A	7	....	Spi	Tim66720DH	WF	R	9.0	85.5	Tim 26050H	L4ID	876	TD	Ros	9x3¼x¼	P	168	108¼	34	44x3	54x3½	½	8
9	Per	B-L	B-L 60-7	A	7	....	Spi	Tim 66720W	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3½x¼	P	168	105¼	34	44x3	54x3½	½	9
10	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	...	TX	Own	9¼x2½x¼	T	Opt	Opt	33	44x3	56x3	¼	10
11	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	8.5	55.2	Shu 5572	L4IHV	793	C	Ros	8x3x¼	C	Opt	Opt	31½	40x2½	62½x3	..	11
12	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	....	Ros	9x3¼x¼	C	221	133	34	40x3	56x4	..	12
13	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158⅛	88½	34½	42½x3	54⅜x4	½	13
14	Own	dp.Lon	Own T	U	12	A3	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175⅛	105	34⅛	42½x3	54⅜x4	½	14
15	You	D.B-L	B-L 70	A	7	No	Spi	Tim 66720W	WF	R	9¼	90.0	Tim 26450W	Ws4IA	880	TD	Ros	7x2½x⅜	P	Opt	Opt	32	40x2½	50x3	½	15
16	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅜	P	142	84	34½	40x2½	54x3	½	16
17	Chl	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim 65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x⅜	C	Opt	Opt	34	44½x2½	56x3	..	17
18	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	18
19	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	19
20	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	20
21	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	21
22	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	.....	144	94½	.....	.....	.....	.....	22
23	Per	D.Ful	Ful HU 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	41A	...	FD	Ros	8¼x3¼x¼	C	198⅛	141½	41⅜	14x3	60x4	..	23
24	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	41A	864	FD	Ros	7½x3x¼	C	128⅛	73⅜	36	46x3	58x3½	½	24
25	Per	D.B-L	B-L 60	A	7	No	Spi 4	Tim66704DH	W/2	H	Opt	Opt	Tim 26450H	T4IHV	876	2I	Ros	8x3¼x¼	C	102	109	34	46x3	60x3½	½	25
26	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 36020H	L4IHV	520	TD	Ros	10x3¼x⅜	C	132	78	37	48x3	60x3½	½	26
27	G&O	D.Cov	Cov	A	5	No	Sp 4	Wis 1627KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x⅜	P	138	89¼	34	46x3	56x3½	½	27
28	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2⅝x⅜	T	216	130	36	45x3	54x4	½	28
29	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2⅝x⅜	T	156	108	36	48x3	54x4	½	29
30	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	...	....	Ros	9¼x3½x⅓	C	.....	.....	38⅛	42x3	56x4	N	30
31	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T'76725H	w/2	R	7.92	75.2	Tim 36020	L4IHV	921	TI	Han	7⅝x3½x⅜	P	162	102	34	42x3½	56x3½	½	31
32	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T'76725H	w/2	R	7.92	75.2	Tim 36020	W4IA	921	TI	Han	7⅝x3½x⅜	P	162	102	34	42x3½	56x3½	½	32
33	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 66720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x⅜	C	144	94	38	46x3	54x4	½	33
34	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 68720TW	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x⅜	C	144	94	38	46x3	54x4	½	34
35	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3 ⅓	C	153½	110½	34	48x3½	52x4	N	35
36	Lon	D.Own	B-L 60 Max	A	7	..	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	.....	144	94½	.....	.....	.....	.....	36
37	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	37
38	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.8	Own	B4IM	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	38
39	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IM	685	TX	Jac	9x3½x⅓	P	125	69¼	34⅛	40x3	54x3	½	39
40	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅓	P	125	69¼	34⅛	40x3	54x3	½	40
41	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅓	P	125	70	34⅛	40x3	54x3	½	41
42	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TD	Jac	9x3½x⅓	P	125	70	34⅛	40x3	54x3	½	42
43	Lon	D.B-L	B-L	A	7	....	Spi	T' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	...	RI	Ros	7x2⅜x¼	C	.....	.....	.....	40x2½	54x4	½	43
44	Per	D.B-L	B-L	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	41A	864	FD	Ros	7½x3x¼	C	128⅛	73⅜	36	46x3	58x3½	½	44
45	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim	41A	864	FD	Ros	8¼x3¼x¼	C	198⅛	141½	41⅜	44x3	60x4	..	45
46	Chl	D.B-L	B-L 55	A	7	No	Blo	Wis 1517H	2F	R	..	..	Tim 16710 H	41HV	520	TD	Ros	7x3½x¼	P	110	..	34	40x2½	56x3½	½	46
47	You	D.B-L	B-L 555	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	97.4	Shu 678	W4IA	471	CD	Ros	8x4x⅓	P	I 112	80	34½	41¼x3	54⅞x3½	¼	47
48	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅜	T	142	84	34½	40x2½	54x3	½	48
49	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE4IM	794	2I	Own	8x3x¼	T	120	81¼	34	44x3	58x4	¼	49
50	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 6	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2¼	56x3½	½	50
51	Own	D.B-L	B-L 714	A	12	A3	Spi	Eat 65041W	2	R	8.5	91.0	Tim 26450	Ws	.....	FD	Ros	8x3½x⅜	.....	.....	130	38	44x2½	52x3	½	51
52	Per	D.Ful	Ful V UOG	U	5	No	Spi 3	Wis 1237- H	2F	R	7.2	51.0	Tim 35020 H	L4IHV	768	FD	Han	8x3x¼	C	133	85¾	32⅛	39x2½	60x3½	½	52
53	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅜	P	154½	99½	37	44x3	56x4	½	53
54	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	T	148	92½	33	42x3	56x3	½	54
55	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	Ws4IA	623	FD	Ros	9x3x¼	T	115	80	33	42x3	58½x3	½	55
56	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8¼x2⅛x⅜	T	144	80	33½	48x3½	56⅛x3½	½	56
57	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	9.46	38.5	Own AK	O4IV	492	JX	Own	8½x2¾x¼	C	132	93⅛	37¼	48x3½	58x3½	½	57
58	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¾x¼	C	132	93⅛	37¼	48x3½	56x4	½	58
59	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8½x2¾x¼	C	132	.....	37¼	48⅛x3½	56⅛x4	..	59
60	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅜	C	132	92	37½	46x3½	52x4	½	60
61	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9⅛x3¼x5	C	156	99	34	39⅝x2½	54x3	½	61
62	Mod	D.B-L	B-L 615	U	5	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	C	132	96	34	40x3	50x4	½	62
63	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	Own	170	2I	Han	8x3x½	..	113¼	83⅞	34	44x2½	50x3	½	63
64	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x2½x⅛	C	132⅛	78⅝	34	41x3	56x4	½	64
65	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	..	7.88	58.5	Tim 1660W	41A	447	FX	Han	8½x3½x⅜	P	216	148	34	42x3	60x4	½	65
66	You	D.Ful	Ful MG U	U	4	No	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8¼x3x⅜	P	Opt	Opt	31½	40x2½	50x3	½	66
67	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	2F	R	7.07	51.7	Shu 5572	L4IHV	893	TD	Ros	8⅛x3x⅜	P	Opt	Opt	31½	40x2½	50x3	½	67
68	Lon	D.Own	B-L 60 Max	A	7	..	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	.....	144	94½	.....	.....	.....	.....	68
69	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3½x¼	C	172	108	34	48x3	54x3	½	69
70	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	70
71	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	71
72	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	98x3	54x3	½	72
73	Mod	D.B-L	B-L	U	12	3 Op	Spi 5	Tim	WF	R	8.2	15.1	Sal	B4IMV	...	TX	Ros	9⅛x2¾x⅜	C	136¼	79½	32	40x3	56x4	½	73
74	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	74
75	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x⅜	P	Opt	Opt	33	44x3	62x3½	½	75
76	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	893	TD	Ros	14x3½x⅜	P	Opt	Opt	33	44x3	62x3½	½	76
77	Own	P.Own	OwnGRBA	U	4	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166½	105⅝	42½	44x3	51¼x5	N	77
78	Own	P.Own	Own 4B	U	4	Op	Spi	Own 55	2F	R	10.1	66.1	Own 55	OPM	224	2X	Own	8x	I	167½	107½	42½	44x3	51¼x5	N	78
79	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8¼x3¼x⅜	C	156	91⅜	.....	42x3	52x5	N	79
80	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66700H	WF	R	9.0	98.2	Tim 26050H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	.....	.....	.....	80
81	Chl	D.B-L	B-L 714	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x⅜	P	Opt	Opt	34	41½x2½	54½x3	½	81
82	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	P	Opt	Opt	33½	42x3	56x3	½	82
																							5½ Ton and More			
83	Lon	P.B-L	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	83
84	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	38.6	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	84
85	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 79730	2F	R	7.58	39.7	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	102	33½	42x3	56x4	¼	85
86	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	OPM	...	2X	Own	8x3x⅜	C	209	139	36	45x3	56x4	N	86
87	Own	dp.Lon	Own B.	A	4	Opt	Spi	Own C	2F	R	8.57	52.5	Own CL	LO4IM	670	FD	Ros	9x3x¼	C	158⅞	88½	34½	42½x3	55¼x4	½	87
88	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅜	C	159⅛	88¾	34¼	42½x3	54⅜x4	½	88
89	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT1HV	664	CD	Ros	8x3x⅜	P	162	99	36	40x3	54x4	½	89
90	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	CD	Ros	8x3x⅜	P	162	99	36	40x3	54.4	½	90
91	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	C	Opt	Opt	38	43½x3	55½x4	N	91
92	Per	B-L	B L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	...	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	..	92
93	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	.....	144	94½	.....	.....	.....	.....	93
94	Per	D.B-L	B-L 60 Max	A	7	No	Spi	Tim68720TW	w/2	R	Opt	Opt	Tim27450TW	T4IA	921	2I	Ros	8x3x⅜	C	151	109	34	46x3	56x4	½	94
95	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	w/2	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x⅓	C	151	87½	38	44x3	56x3½	½	95
96	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	w/2	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x⅓	C	151	87½	38	44x3	56x3½	½	96
97	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x⅓	C	153½	110½	34	48x3½	52x4	N	97
98	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	.....	144	94½	.....	.....	.....	.....	98
99	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM.	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	99
100	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	100
101	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.5	52.5	Own	B4IM	685	TX	Jac	9x3½x⅓	P	125	69¼	34⅛	40x3	54x3	½	101
102	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅓	P	125	69¼	34⅛	40x3	54x3	½	102
103	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅓	P	125	70	34⅛	40x3	54x3	½	103
104	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TD	Jac	9x3½x⅓	P	125	70	34⅛	40x3	54x3	½	104
105	Lon	D.	Own	U	4	No	Spi	Own	2F	R	8.50	53.3	Own	B4IMV	865	TX	Jac	9⅛x4x⅓	P	137	82	34½	50x3½	54x3	½	105
106	Lon	D.B-L	B-L 60 Max	A	7	..	Blo	Tim 68700DP	WF	..	11.7	111	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	106
107	McC	D.B-L	B-L 60 Max	A	7	....	Spi	Tim 68700DP	WF	..	10.0	95.0	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	107
108	Per	D.Jon	D.B-L	U	4	Op	Blo	Wis	2F	H	5.57	35.6	Tim	L4IHV	578	FD	Ros	12x2½x¼	C	120	77¼	34	42x2¼	56x3	½	108
109	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27450TW	B4IM	...	CD	Ros	12x3½x⅜	T	.....	.....	.....	40x3	58x4	½	109
110	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27050T	B4IM	...	CD	Ros	14x3½x⅜	T	.....	.....	.....	40x3	58x4	½	110
111	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 19000W	DF	R	10.1	125.	Tim27450TW	B4IM	...	CD	Ros	14x3½x⅜	T	.....	.....	.....	40x3	58x4	½	111
112	.....	.....	.....	..	..	A	Blo	.....	.....	R	.....	.....	.....	4IMV	...	TD	.....	9x3¼x¼	P	.....	.....	37½	42x3	60x4	½	112

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	Indiana..5½-7½T 250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/4	7	CC	KP	Str	M	A-L	A-L	1
2	Indiana..7½-10T 290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 1/4	7	FP	Pe	Str	E	L-N	L-N	2
3	La Fran.-Republic. 35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98-1850	L	G	C	3½	11½	4	PC	Wa	Zen	M	A-L	A-L	3
4	La Fran.-Republic. Q4	....	Op	260	30000	12750	B 10.50/24	DB10.50/24	Alfco 312-B	12-4x5	754.0	76.7	240-2900	H	C	C	3½	10	4	PC	No	Zen	M	D-R	D-R	4
5	Mack AC	5500	156	240	.....	.....	S 36x6	DS40x6	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	I-S	On	Str	G	R-Bo	.....	5
6	Mack AC	6550	174	240	.....	.....	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	G	R-Bo	N-E	6
7	Mack AC	6600	158	240	.....	.....	S 38x7	DS40x7	Own AC	4-5x6	471.2	40.0	77-1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo	.....	7
8	Mack AP	9500	191	191	.....	.....	S 36x7	DS40x8	Own AP	6-5x6	706.5	60	150-2000	L	G	S	3 1/2	11 1/2	4	PS	On	Str	V	R-Bo	NE	8
9	Moreland H7	5200	196	....	22000	8000	P 36x8	DP36x8	Her YXC	6-4¾x4¾	428.4	45.9	94-2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	9
10	Netco .....K	6500	180	220	32000	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140-2800	L	G	C	2¾	12	5	FP	Ha	Zen	M	A-L	A-L	10
11	Pierce-Arrow .....PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130-2000	L	G	A	3½	16½	7	FP	Ha	Zen	M	D-R	D-R	11
12	Relay..100B, 7½ Ton	6900	220	....	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118-1850	L	G	C	3	10 1/2	4	PC	Ha	Zen	E	A-L	L-N	12
13	Schacht 40HA	....	154	235	.....	8200	B 9.75/24	DB9.75/24	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	13
14	Schacht 40HB	....	154	235	.....	8250	B 10.50/20	DB10.50/20	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	14
15	Schacht 66H	....	152	247	.....	10300	B 10.50/20	DB10.50/20	Her RXC	6-4⅜x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	15
16	Schacht 66HA	....	152	247	.....	10350	B 10.50/24	DB10.50/24	Her RXC	6-4⅜x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	16
17	Service 100ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	17
18	Standard 5-7	....	165	180	.....	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1	....	L	G	C	2⅝	....	3	FP	Si	Str	V	Els	A Bo1	18
19	Sterling FW140, FD140	....	192	222	.....	10050	P 40x8	DP42x9	Wau SRL	6-4½x5½	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	19
20	Sterling FC135	....	192	222	.....	8900	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	20
21	Sterling FC140 6, 7½	....	200	230	.....	9350	P 40x8	DP40x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	21
22	Sterling .FC145-6, 7½	....	200	230	.....	10100	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	22
23	Ster. FD, FW170-7½, 9	....	200	230	.....	10500	P 40x8	DP44x10	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	23
24	Sterling FC170 7½, 9	....	200	230	.....	10550	P 40x8	DP42x9	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	24
25	Stewart..27XS 7 Ton	6190	165	235	.....	10300	B 10.50/24	DB10.50/24	Wau 6SRK	6-4⅜x5⅛	516	51.2	105-2000	L	G	C	3	12⅞	7	FP	Wa	Str	V	D-R	D-R	25
26	Walter...FHRS 7¼T.	9000	Op	136	31000	10000	B10.50/2	DB10.5/ 24	Own 6	6-4½x5¾	549	48.6	110-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R-Bo	D-R	26
27	Walter...FHS 5-7T	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4½x5¼	549.0	48.6	110-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R-Bo	D-R	27
28	Ward La France 50D-7	....	Op	Op	28000	.....	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	28
29	Ward-La France..55B6	....	Op	Op	26000	.....	B 9.75/20	DB10.50/20	Lyc	8-3¾x4¾	420	45	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	M	D-R	D-R	29
30	Ward-La Fr..75RW7½	....	Op	Op	28000	.....	B 10.50/20	DB10.50/20	Wau RB	6-5x5¾	677	60	140-2000	L	G	C	3½	11⅝	4	FP	Wa	Zen	M	D-R	D-R	30
31	Ward-La Fr..100RW10	....	Op	Op	34000	.....	B 10.50/24	DB10.50/24	Wau RB	6-5x5¾	677	60	140-2000	L	G	C	3½	11⅝	4	FP	Wa	Zen	M	D-R	D-R	31
32	White 52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11⅜	3	FP	On	Zen	V	Els	.....	32
33	Witt-Will R55	5700	159	....	27000	9500	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/4	7	FP	No	Zen	M	D-R	D-R	33
34	Woods 105	6975	190	Op	.....	8700	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	770	66.1	164-2000	L	G	S	3½	....	7	PC	Ha	Str	M	R-Bo	A-L	34
	Six-Wheelers																									
35	Autocar .....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	35
36	Brockway .640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 1/4	7	FP	Pe	Str	E	L-N	L-N	36
37	Chicago 1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	37
38	(Z) Corbitt 20SW6	....	Op	Op	22000	9000	B 7.50/20	DB7.50/20	Con 20R	6-4½x4¾	411.0	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	38
39	(Z) Corbitt 28SW6	....	Op	Op	30000	10000	P 34x7	DP34x7	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	39
40	(Z) Corbitt 36SW6	....	Op	Op	38000	11500	B 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	40
41	(Z) Corbitt 40SW6	....	Op	Op	42000	13000	P 38x9	DP38x9	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13 1/4	7	FP	No	Zen	M	D-R	D-R	41
42	Day Elder 285 8 Ton	5285	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/4	7	FP	Co	Zen	V	D-R	D-R	42
43	Day Elder 345 10 Ton	6395	164	204	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/4	7	FP	Co	Zen	V	D-R	D-R	43
44	Day Elder 402 12 Ton	7495	164	204	40200	14200	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	54.2	127-2300	L	G	A	3	13 1/4	7	FP	Co	Zen	M	D-R	D-R	44
45	Diamond T....801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	14	7	PC	Ha	Zen	M	A-L	A-L	45
46	Diamond T ..1201 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her RXB	6-4½x5¼	500.9	48.6	110-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	46
47	Diamond T ..1602 8T	6400	175	210	36000	12000	P 36x8	DP36x8	Her RXC	6-4⅜x5¼	529.0	51.3	114-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	47
48	Diamond T...1603 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	127-2000	L	G	C	3½	11⅝	4	PC	Wa	Zen	M	L-N	L-N	48
49	Douglas F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 1/4	4	PC	Bu	Zen	E	L-N	L-N	49
50	Fageol 4-46	3900	172	205	.....	9400	P 32x6	DP32x6	Wau MK	6-4½x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	50
51	Fageol 6-26	6000	195	220	.....	11100	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	51
52	Fageol 6-46	6500	195	220	.....	11500	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	52
53	Fageol 8-26	6300	195	220	.....	11800	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	53
54	Fageol 8-46	6900	195	220	.....	12200	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	54
55	Fageol 10-26	7400	184	232	.....	13700	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅝	4	PC	N	Zen	V	D-R	D-R	55
56	Fageol 10-46	8100	184	232	.....	14100	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅝	4	PC	N	Zen	V	D-R	D-R	56
57	Federal...D2D, 2½-3T	1350	140	164	12500	4235	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200	24.0	48-2500	L	C	A	2½	5⅞	3	PC	Mo	Zen	M	D-R	D-R	57
58	Federal...E2D, 2½-3T	1450	145	169	12500	4310	B 6.00/20	P 32x6	Con 17E	6-3⅝x4	215	27.3	60-2600	L	C	A	2½	9 1/4	7	PC	Mo	Zen	M	D-R	D-R	58
59	Federal.....A6SW, 4T	2360	164	182	18500	5620	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	248	27.3	64-2500	L	C	A	2⅝	10 1/4	7	PC	KP	Zen	V	D-R	D-R	59
60	Federal.D2SW-2½-3T	1050	140	164	12500	3925	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2½	5⅞	3	PC	Mo	Zen	M	D-R	D-R	60
61	Federal.E2SW-2½-3T	1150	145	169	12500	3975	B 6.00/20	P 32x6	Con 17E	6-3⅝x4	215.0	27.3	60-2300	L	C	A	2½	9 1/4	7	PC	Mo	Zen	M	D-R	D-R	61
62	F.W.D. CU6A-3½	....	148	180	.....	.....	B 10.50/20	DB10.50/20	Wau SRL	6-4⅜x5½	462.0	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	N-E	N-E	62
63	F.W.D. MF6-5T	....	148	Op	24000	9300	B 10.50/20	DB10.50/20	Wau AB	6-4½x5¾	549.0	48.6	98-2000	L	G	C	3½	11⅝	4	PC	Wa	Zen	M	N-E	N-E	63
64	F.W.D. LBU-5T	....	171	Op	22000	9000	B 9.00/20	DB9.00/20	Wau SRS	6-4½x5⅝	411.0	40.8	91-2300	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	64
65	F.W.D. MX6-12T	....	170	Op	42750	15000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.0	60.0	125-2000	L	G	C	3½	11⅝	4	PC	Wa	Zen	M	N-E	N-E	65
66	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau SRL	6-4⅜x5½	462	45.9	102-2400	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	66
67	(X) Gen. Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 1/4	4	PC	Ha	Str	M	D-R	D-R	67
68	(X) Gen. Mt..T95, 7-11	7545	189	224	40000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 1/4	7	FP	Ha	Str	M	D-R	D-R	68
69	(X) Gen. Mt...T96, 7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 1/4	7	FP	Ha	Str	M	D-R	D-R	69
70	G-P.65-6 SW, 5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6-3⅞x5	353.0	36.4	97-2750	L	G	C	2¾	10	4	FP	....	Str	M	A-L	A-L	70
71	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3⅝x4½	322.0	36.4	120-3200	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	71
72	G-P.75 6 SW, 6 8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6-4⅜x5½	462.0	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	72
73	G-P 75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420.0	45.0	135-3000	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	73
74	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549.0	48.6	98-2000	L	G	C	3½	11⅝	4	PC	Wa	Str	M	A-L	A-L	74
75	G-P.85-8 SW, 8-10 Ton	....	169	Op	36000	12000	B10.50/ 24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140-3000	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	75
76	G-P.95-6SW, 10-12 Ton	8215	176	Op	40500	13000	B10.50/ 24	B13.50/24	Wau 6RB	6-5x5¾	677.0	60.0	125-2000	L	G	C	3½	11⅝	4	PC	Wa	Str	M	A-	A-L	76
77	Hendrickson 32-8	5000	Op	Op	32000	10000	B 9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	77
78	Hendrickson 36-8	5500	Op	Op	36000	10500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	78
79	Hendrickson 38-D	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	79
80	Hendrickson 44-D	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Bud GF-6	6-4¾x6	638.0	59.1	126-1850	L	G	C	3	10 1/4	4	PC	Bu	Zen	M	A-L	A-L	80
81	Hug 97-6, 5T	....	Op	Op	31765	13765	P 40x8	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	9 1/4	4	PC	Bu	Zen	M	R-Bo	D-R	81
82	Hug 98-6, 7½	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 1/4	4	PC	Bu	Zen	M	R-Bo	D-R	82
83	Hug 99-10T	....	148	Op	58500	.....	S 36x8	S 40x16	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 1/4	4	PC	Bu	Zen	M	R-Bo	D-R	83
84	Indiana...640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 1/4	7	FP	Pe	Str	E	L-N	L-N	84
85	Kenworth 345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4¼x5½	468.0	43.3	112-2000	H	C	A	2¾	10 1/4	4	PC	No	Zen	M	D-R	D-R	85
86	Kenworth 385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	158-2000	H	C	A	3¼	11 1/2	7	FP	No	Zen	M	D-R	D-R	86
87	Kleiber 22DD 5T	....	192	....	.....	9400	P 32x6	DP32x6	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	....	7	FP	No	Str	V	R,Bo	-Bo	87
88	Kleiber 28DD	....	201	....	34000	10060	P 34x7	DP34x7	Con 20R	6-4½x4¾	411	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Str	V	R,Bo	D-R	88
89	Kleiber 34DD	....	210	....	34000	11900	P 36x8	DP36x8	Con 21R	6-4⅜x3¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Str	V	R,Bo	D-R	89
90	Kleiber 34DDT	....	215	....	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126-1850	L	G	C	3	....	4	FP	No	Str	V	R,Bo	D-R	90
91	La Fran.-Republic..Q6	....	Op	260	40000	14900	B 10.50/20	DB10.50/20	Alfco 312B	12-4x5	754.0	76.7	240-2900	H	C	C	3½	10	4	PC	No	Zen	M	D-R	D-R	91
92	LeMoon HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5½	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	92
93	LeMoon HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87-2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	93
94	LeMoon HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	94
95	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅝	4	PC	Wa	Str	M	L-N	L-N	95
96	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	127-2000	L	G	A	3½	11⅝	4	PC	Wa	Str	N	L-N	L-N	96
97	Maccar SW86	....	206	238	38700	11700	B10.50/20	BD10.50/20	Her RXCP	6-4⅝x5¼	529.0	51.2	112-2000	L	G	C	3	14	7	PC	Ha	Zen	M	D-R	D-R	97
98	Mack .....AC	7650	177	237	.....	.....	S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	98
99	Mack .....AC	9000	197	257	.....	.....	P 40x8	DP40x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	99
100	Mack .....AK	9500	204	257	.....	.....	B9.75/22	DB9.75/22	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	C	3	10½	4	PS	On	Str	V	R-Bo	N-E	100
101	Mack .....AP	11500	197	257	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/2	11 1/4	4	PS	On	Str	V	R-Bo	N-E	101
102	Mack .....AP	1200	304	257	.....	.....	B 9.75/22	DB9.75/22	Own AP	6-5x6	706.5	60.0	150-2000	L	G	S	3 1/2	11 1/4	4	PS	On	Str	V	R-Bo	N-E	102
103	Moreland .....BD 7	3565	184	....	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	103
104	Moreland ED7	5285	196	....	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4½x4½	360.8	40.8	73-2000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	104
105	Moreland HD7	6585	220	....	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4⅜x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	105
106	Moreland SD7	6860	221	....	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4⅜x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	106
107	Moreland TD7	8245	221	....	34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611.4	54.1	....	L	..	..	..	....	..	..	..	..	M	A-L	A-L	107
108	Relay 60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	....	4	FP	Bu	Zen	V	A-L	A-L	108
109	Sterling FC8170	....	Op	Op	.....	14100	P 36x8	DP36x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	109
110	Sterling FC8180	....	Op	Op	.....	14550	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	110
111	Sterling FC8210	....	Op	Op	.....	14750	D 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅝	4	CC	Wa	Zen	M	D-R	D-R	111
112	White.630SW 200 3 T	....	193	205	24000	10000	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	112
113	White 642 .....SW310	....	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	108-1800	H	C	S	3	15 1/2	7	FP	Own	Zen	E	L-N	L-N	113
114	White 643 .....SW410	....	198	215	40000	14400	S 40x8	DS40x8

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																			5½ Ton and More Cont'd								
1	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	...	WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x⅞	P	162	99	36	40x3	54x4	½	1
2	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅞	P	162	99	36	40x3	54x4	½	2
3	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	870	FD	Han	9½x3½x⅞	C	128½	81¼	36 ⅛	44x3	60x3½	½	3
4	Own	dp.Lon	B-L 714	U	4	No	Blo 3	Tim 68720	...	W	R	Opt	Opt	Tim 27450	Ws4IA	...	CD	Ros	12x3½x¼	C	...	...	34	44x3	60x4	½	4
5	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅞	C	132	92	37½	46x3½	52x4	½	5
6	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x⅞	C	132	...	37½	48x3½	52x4	...	6
7	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅞	C	132	92	37½	46x3½	52x4	½	7
8	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x⅞	C	180	108⅜	37½	46x3½	52x4	...	8
9	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...	TI	Ros	9½x3⅞x⅞	C	168	113	34	39½x2½	56x3½	½	9
10	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	...	2F	R	Opt	Opt	Tim 26450H	L4IH	690	...	Ros	9x3x¼	C	180	120	33	44x3	56x4	½	10
11	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x⅞	C	139	84½	38½	41x3	56x5	½	11
12	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8½x3½x⅞	P	192	134	34	42x3	56x4	½	12
13	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅞	P	Opt	Opt	31½	40x2½	50x3	½	13
14	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Shu 638	L4IHV	893	TD	Ros	8½x3x⅞	P	Opt	Opt	31½	40x2½	50x3	½	14
15	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	847	TD	Own	8½x3x⅞	P	Opt	Opt	31½	42x3	60x3½	½	15
16	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	922	TD	Own	8½x3x⅞	P	Opt	Opt	31½	42x3	60x3½	½	16
17	Lon	Own	B-L 60 Max	A	7	...	Blo	Ti 68700DP	...	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	...	144	94½	...	.....	.....	...	17
18	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF	..	6.86	83.6	Tim 17300	.....	...	...	Ros	.....	...	144	93½	...	.....	.....	...	18
19	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	66.6	Tim	W4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	19
20	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	48x3	54x3	½	20
21	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	8.3	55.2	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	21
22	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	22
23	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	62.7	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	168	107	34	48x3	60x4	½	23
24	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	24
25	Own	D.B-L	B-L	U	12	U8	Spi 6	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...	TX	Ros	9½x2¾x⅞	C	136½	76⅝	32	40x3	56x4	½	25
26	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	26
27	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	27
28	Own	P.B-L	B-L	A	7	No	Spi	Tim	...	WF	..	Opt	Opt	Tim	T2IMV	...	TD	Ros	8x3½x⅞	C	Opt	Opt	37	44x3	56x4	½	28
29	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3¼x¼	C	Opt	Opt	33	42x3	62x3½	½	29
30	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3½x¼	..	Opt	Opt	33	42x3	62x3½	½	30
31	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x¾x⅞	..	Opt	Opt	33	42x3	62x3½	½	31
32	Own	P.Own	OwnGRBA	U	4	A1	Spi 3	Own 52	...	2R	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166½	105⅝	42½	44x3	51¾x5	N	32
33	Per	D.B-L	B-L 60	A	4	A	Spi	Tim68700DH	...	WF	R	10.0	48.2	Tim 26050H	L4IHV	...	TD	Ros	8x3x¼	C	...	76	36	.....	.....	...	33
34	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	...	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	.....	P	Opt	Opt	34	41½x2½	.....	...	34
																			Six-Wheelers								
35	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x⅞	T	159½	86¾	34¼	42½x3	61x5	½	35
36	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x⅞	P	216	129	36	40x3	54x4	N	36
37	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 6	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796	TD	Ros	8x3½x⅞	C	...	.....	35½	44½x3	60x4	...	37
38	Per	P.B-L	B-L 615	U	5	No	Spi	TimSW100W	4R	WF	..	Opt	Opt	Tim35 100Tw	Ws6IA	...	TD	Ros	8x3½x¼	C	Opt	.....	...	40x2½	56x4	½	38
39	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW200W	4R	WF	..	Opt	Opt	Tim 26450W	Ws6IA	...	TD	Ros	8x3½x¼	C	Opt	.....	...	46x3	66x4	½	39
40	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW310W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x⅞	T	Opt	.....	...	46x3	66x4	½	40
41	Per	P.B-L	B-L 707	A	7	No	Spi	TimSW410W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x⅞	T	Opt	.....	...	46x3	66x4	½	41
42	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4 R	WF	R	7½	71.2	Tim 36020H	L6IHV	...	TD	Ros	10x3¾x⅞	C	132	80	37	48x3	64x4	½	42
43	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4 R	WF	R	8½	79.9	Tim36020TW	TrIA	...	TD	Ros	10x3¾x⅞	C	132	80	37	48x3	64x5	½	43
44	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4 R	WF	R	9	84.6	Tim36020TW	TrIA	...	TD	Ros	10x3¾x⅞	C	126¼	74¼	37	45½x3	64x5	½	44
45	G&O	D.Cov	B-L 55	A	7	No	SpP 4	Own	4 R	WF	H	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6½x3¾x¼	P	162	103	34	45¼x2½	58x4	N	45
46	G&O	D.Cov	B-L 60 Max	A	7	No	SpiB4	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3½x¼	P	162	100¼	37	46x3	50x4	N	46
47	G&O	D.Cov	B-L 60 Max	A	7	No	SpP	Tim SW310	4R	WF	R	Opt	Opt	Shu	Ws4I	238	TD	Ros	9x3½x¼	P	138¾	94¾	37	46x3	50x4	N	47
48	G&O	D.B-L	B-L 70	A	7	No	SpB	Tim SW310	4 R	WF	R	Opt	Opt	Shu	Ws4I	238	TD	Ros	9x3½x¼	P	141	93	37	46x3	50x4	N	48
49	Own	D.Ful	Ful H-OG	U	8	A 8	Blo	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	960	CX	Ros	10x2¾x⅞	T	240	140	36	48x3	65x3½	N	49
50	Per	P.B-L	B-L 314	U	4	...	PeS6	Tim Own	4R	WF	R	7.66	50.6	Tim 33020	L4rIHV	459	TX	Ros	7½x3½x⅞	C	168	91½	33½	37x2½	46x3½	N	50
51	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x⅞	C	192	114⅝	34	41x3	46x3½	N	51
52	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x⅞	C	192	114⅝	34	41x3	46x3½	N	52
53	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x⅞	C	192	114⅝	34	41x3	46x3½	N	53
54	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x⅞	C	192	114⅝	34	41x3	46x3½	N	54
55	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	90.3	Tim 17300	T4rIA	504	TX	Ros	8½x4x⅝	C	213½	149¾	34	42½x3	49½x4	N	55
56	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	90.3	Tim 17300	T4rIA	504	RX	Ros	8½x4x⅝	C	213½	149¾	34	42½x3	49½x4	N	56
57	Lon	P.B&B	WG-T9	U	4	No	Cle	Cla B373A	4R	BF	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¾x¼	C	123	64¼	34	38x2¼	40½x2½	N	57
58	Lon	P.B&B	WG-T9	U	4	No	Cle	Cla B373A	4R	BF	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¾x¼	C	118	63¾	34	38x2¼	40½x2½	N	58
59	Lon	P.B&B	Own	A	4	No	Cle	Cla B610A	2R	BF	H	6.38	38.5	Cla F304	L6IH	675	TX	Gem	6x2¾x¼	C	158	84	34	40x2¼	44x2½	N	59
60	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B373A	2 R	SF	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¾x¼	C	123	64¼	34	38x2¼	40½x2½	N	60
61	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B373A	2 R	SF	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¾x¼	C	118	63¾	34	38x2¼	40½x2½	N	61
62	Per	D. B-L	B-L	U	5	...	Blo	Own	...	BF	H	6.72	55.2	Own	OWI	324	4X	Han	7x3x⅓	C	132	93	36	42¾x2½	52¾x2½	½	62
63	Per	D. B-L	Own	A	5	...	Blo	Own	...	BF	H	.....	.....	Own	O4TB	864	4X	Ros	8x3x⅓	C	.....	.....	36	42¾x2½	54¾x2½	N	63
64	Per	D. B-L	B-L	U	4	...	Blo	Own	...	D	H	7.35	39.5	Own	O4IM	720	4D	Ros	7x3x⅓	C	.....	.....	...	42¾x2½	52x4	N	64
65	Per	D B-L	B-L	U	8	...	Blo	Wis	...	2F	H	8.36	173.	Wis	B6IMV	...	T4	Ros	10x3x⅓	C	.....	.....	34	48x3½	.....	N	65
66	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	...	4M	Ros	7x3x⅓	C	180	137	36	42¾x2½	44x3	N	66
67	Lon.	D.Own	Own	U	12	A	Pet	Own	4 R	WF	R	9.25	129	Own	BrIA	870	TX	Jac	9⅞x3½x⅞	P	161	100¼	34½	40x3	50x4	½	67
68	Lon	D.	Own	U	4	No	Spi	Own	4R	WF	R	8.50	53.3	Own	B6IA	...	TX	Jac	9⅞x4x⅞	P	161	100	34½	50x3½	54x4	N	68
69	Lon	D.	Own	U	4	No	Spi	Own	2	2F	R	8.15	51.1	Own	B6IA	...	TX	Jac	9⅞x4x⅞	P	161	100	34½	50x3½	54x4	N	69
70	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x⅞	T	.....	.....	...	40x3	58x3½	½	70
71	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x⅞	T	.....	.....	...	40x3	58x3½	½	71
72	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x⅞	T	.....	.....	...	40x3	58x4	½	72
73	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x⅞	T	.....	.....	...	40x3	58x4	½	73
74	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x⅞	T	.....	.....	...	40x3	58x4	½	74
75	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x9	T	.....	.....	...	40x3	58x4	½	75
76	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x⅞	T	.....	.....	...	40x3	58x4	½	76
77	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2B	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x⅞	P	Opt	Opt	34	40¼x3½	56x3½	N	77
78	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2F	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x⅞	P	Opt	Opt	34	40¼x3½	56x3½	N	78
79	Chi	D.B L	D.B-L 60-7	A	7	No	Bl 5-4	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	W4IA	780	TX	Ros	8x3x⅞	P	Opt	Opt	36	40¼x3½	66x4	N	79
80	Chi	D.B L	D.B-L 70-7	A	7	No	Blo 5	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	Tx	Ros	8x3x⅞	P	Opt	Opt	36	43x3½	66x4	N	80
81	You	D.B-L	B-L 55-7	A	7	No	Blo	Wis 1627KW	2	2F	H	10.3	139	Shu 678	W4IA	471	TD	Ros	8x4x⅓	I	131½	80	34 ⅛	41¾x3	54¾x3½	¼	81
82	You	B-L	B-L714,703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x⅓	I	Opt	Opt	37¼	41½x3	54½x3½	¼	82
83	You	B-L	B-L714.703	A	12	A3	B6	Wis 410SD	4R	2F	R	18.2	139.	Shu 715-11	W6IA	...	TD	Ros	9x4⅞x⅓	I	.....	.....	...	41½x3	53x4	...	83
84	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x⅞	P	216	129	36	40x3	54x4	½	84
85	Per	D.B-L	B-L554,603	U	..	A 3	Spi 6	Tim SW310W	4R	WF	H	7.25	119	Tim 26450	T4IA	815	FD	Ros	8x3x⅞	C	240	145	36¼	42x3	68x4	½	85
86	Per	P.B-L	B-L714,703	A	7	A3	Spi 6	Tim SW410W	4R	WF	H	6.8	93	Tim 26450	T4IA	815	FD	Ros	8x3x⅞	C	235	143	36¼	42x3	68x4	½	86
87	Own	B-L	B-L 55-7	A	7	No	SpB	Ti.SW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x⅞	P	168	Opt	34	44x3	60x4	½	87
88	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x⅞	P	180	Opt	38	44x3	60x4	½	88
89	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x⅞	P	180	Opt	38	44x3	60x4	½	89
90	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x⅞	P	204	Opt	38	44x3	60x4	½	90
91	Own	dp.Lon	B-L 714	U	4	No	Blo 5	Tim SWD410	4R	WF	..	Opt	Opt	Tim 27450	Ws4IA	...	CD	Ros	12x3½x¼	C	.....	.....	34	44x3	None	N	91
92	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	Ti'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	92
93	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Ti'65703-97H	4	WF	H	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	C	162	108	34	39½x3	46x3½	N	93
94	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	94
95	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x⅞	C	162	108	37	48x3½	53x4	N	95
96	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x⅞	C	162	108	37	48x3½	53x4	N	96
97	Per	D.B-L	B-L 615	A	5	No	Spi 4	TimSD 411-2	2R	2F	..	8.85	59.8	Tim26450TW	WS6IA	...	FD	Ros	12x3x¼	C	198	116	33	42x3	.....	N	97
98	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AK	OrIV	...	FD	Own	8x3x⅞	C	132	87	37	46x3½	52x4	½	98
99	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AC	O6IA	...	FD	Own	8½x2¾x¼	C	180	107	37	48x3½	52x4	½	99
100	Own	P.Own	Own AC	J	4	No	Spi 4	Own	4R	2F	A	.....	.....	Own AK	O6IA	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	100
101	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	.....	.....	Own AK	O6IA	...	FD	Own	8½x3x⅞	C	135	88	37	46x3½	52x4	½	101
102	Own	P.Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	6.52	41.8	Own AK	O6IA	...	FD	Own	8x3x⅞	C	144	.....	37	48x3½	52x4	½	102
103	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9⅞x3½x¼	C	168	102	34	40x2½	42x2½	½	103
104	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9⅞x3½x⅞	C	168	113	34	39½x2½	43½x3½	½	104
105	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9½x3⅞x⅞	C	192	137	38	44x3	43½x3½	½	105
106	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3⅞x⅞	C	216	135	38	44x3	43½x4	½	106
107	Own	P B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3⅞x⅞	C	240	135	38	44x3	43x4	...	107
108	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H	L4IH	744	FX	Han	8½x3½x⅞	P	216	126½	34	42x2½	58x3	...	108
109	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	63.2	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	109
110	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	110
111	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	111
112	.....	P.Own	Own 4B	U	4	No	.....	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¾	34	42x3	42x4	N	112
113	.....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310W	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8½x3⅞x⅞	C	167	109¾	....	42x3	42x4	N	113
114	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8½x3⅞x⅞	C	167	109¾	....	42x3	42x4	N	114

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—**Price of Mack AC** 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(T)—Day-Elder 75–1½ ton. Same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

(Z)—Larger engines and corresponding transmissions, clutches, axles, etc., provided on all models of Corbitt trucks when type of service requires them.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE — Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod. camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH — Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W G—Warner Gear Co.

GEARSET — Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Bio—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE — Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full Floating.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-Floating.
¾—Three-Quarter Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE — Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service — Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
V—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—Hand — Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR — Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME — Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary — Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-61 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	½
T-15	4500 to 6500	1501 to 1708	½-1½
T-18	6000 to 8200	181-1 to 187-20	1-2
T-19	7500 to 10000	2201 to 2223	1½-2½
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
T-45	13500 to 16000	451-1 to 455-10	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	25000 to 30000	851-1 to 859-9	6-8
T-90	22000 to 28000	9001 to 9007	5 to 7½
T-95	30000 to 40000	951-1 to 956-9	7-11
T-96	28000 to 34000	961-1 to 965-8	7-9